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Lake Michigan Car-Ferries Yesterday and Today

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The Lake Michigan car-ferries are a vital factor in our national transportation system. To indicate their importance to the transportation system as a whole: during the year 1944 there were ferried across Lake Michigan 168,721 loaded freight cars and 53,909 empties, a total of 222,630 cars, almost one quarter of a million. These were handled by the ferries of the three railroads having open water operations: the Pere Marquette 45.7%, the Ann Arbor 31.1%, and the Grand Trunk-Pennsylvania 23.2%. The above figures do not include cars ferried across the Straits of Mackinac. 1944 was not even a peak year. During 1941, the last year of peace time traffic, a total of 280,667 cars were ferried. The congested condition of the rail carriers through the Chicago terminal during the war years is well known; had an additional quarter million cars been routed via that gateway, over and above the existing congestion, it is not difficult to see what the result might have been.

In general, not much has been known by the public in regard to these strong sea-worthy vessels. Even among marine men, not directly connected with their operation, this is sometimes true. There have been published in recent years some excellent books on the Great Lakes: the *Lore of the Lakes*, by Dana T. Bowen; the *Long Ships Passing*, by Walter Havighurst, and more recently the volumes of the *American Lakes Series*. However, in none of them has there been more than a passing mention of the car-ferries. It is hoped that before too long their full story will be recorded and due credit given them, and to the men who have sailed them. Although a car-ferry sailor is not often more than one hundred miles from his home port, his occupation calls for specialized seamanship of the highest order. The weather on Lake Michigan during the winter months is at times most severe, and frequently there is heavy ice to contend with, though ice, as a delaying factor, has become of lesser importance as steamers of greater power have been added to

the fleets. Furthermore, a cargo of freight cars on wheels and carried above the water line may become very unruly if not properly secured. For the past few years, the Lake Michigan car-ferries have maintained the only all-year navigation on the open waters of the Great Lakes.

The late Captain John E. Thorpe, a veteran skipper of Lake Michigan passenger ships, and surely not a summer sailor, as he had sailed the steamship *Illinois* through many a hard winter, some years ago joined the Pere Marquette fleet as second mate. At the time there was a shortage of qualified masters, and Captain Thorpe was promised a ferry as soon as he had gained sufficient specialized experience in their handling. I remember quite well his bringing the steamer *Pere Marquette 19* into Ludington after an unusually rough crossing from Manitowoc, shortly after his appointment as master. The vessel was a number of hours late and had had some difficulty on the way, the ship having rolled so deeply that several loaded freight cars had been overturned, the wireless aerial carried away in the gale, and in general it had been more than a usual bumpy winter trip. When the ferry was made fast in the slip, and the switch engine began to pull the cars from the vessel, Captain Thorpe came ashore and said, "Well, this is a lot different than sailing a passenger boat." How right he was.

The Pere Marquette Railway Company has done fine work during World War II in maintaining a school for trainees of the U. S. Coast Guard. Hundreds of Coast Guard enlisted personnel have received seagoing training under actual conditions on the Pere Marquette ferries. This training was done under the able direction of the commandant of the school, Commander L. H. Kent, U.S.C.G.R. (T). Mr. Kent has been Superintendent of Steamships for the Pere Marquette Railway Company since the retirement of Mr. Mercereau about fifteen years ago.

The first railroad car-ferry recorded was in Scotland in 1849, when the *Leviathan*, of 417 tons, was placed in service by the (then) Edinburgh, Perth & Dundee Railway to carry its trains across the Firth of Forth between Granton and Burntisland. The steamer was 167 feet long, 34.6 feet beam, having an open car deck with track capacity for thirty-four of the small four-wheel freight cars, then, as now, typical of British railway equipment. The *Leviathan* was a side wheel steamer, with an engine of 210 h.p., a far cry from the famous ocean liner which carried the same name many years later. This ferry was used until the opening of the Forth bridge in 1890, and was broken up in 1892.

Freight cars were first ferried by barges in New York Harbor about 1875 and in 1880 the Southern Pacific started a ferry service across San Francisco Bay.

The first car-ferry operation on the waters of Lake Michigan was

initiated in 1888, when the Mackinac Transportation Company placed in service the steamer *Saint Ignace*, connecting the terminals of the Michigan Central Railroad at Mackinaw City, Michigan, with the Duluth, South Shore & Atlantic Railroad at St. Ignace, Michigan, across the Straits of Mackinac. The *Saint Ignace* had a capacity of only six passenger cars or ten freight cars. She was 235 feet long with a beam of 52 feet. In 1890 an additional steamer was added, the *Sainte Marie*, 316 feet long and 62 feet beam, with a capacity of eighteen freight cars. Both steamers were of wooden construction and had bow screws to assist when working in ice. The *Saint Ignace* was sold in 1913, and later burned, at which time she was replaced by the large car-ferry *Chief Wawatam*,. The *Sainte Marie* was replaced after a few years by a larger steel ferry of the same name, which ferry is still in service. We read of the new *Sainte Marie* almost every spring when she assists in breaking the ice in the St. Marys River prior to the opening of inter-lake navigation. Both of the Straits of Mackinac ferries differ from the car-ferries operated on the open lake in that they load from the bow rather than from the stern. The bow loading feature is of advantage when entering ice filled slips, inasmuch as the vessel can head into the slip when docking. A bow loading ferry would be impractical in the open lake where heavy head seas are at times encountered. The vessels also have twin stern screws with single bow screws; the latter causes a downward and backward current of water, disturbing the support of the ice and throwing it back so that it is more readily broken down and thrust aside by the ice-breaking bow.

A "longitudinal" car-ferry line was started in 1890 between Chicago and Peshtigo Harbor, Wisconsin, in Green Bay. The equipment consisted of a tug towing two barges which carried railroad freight cars. After several years one of the barges foundered in Lake Michigan and the service was abandoned as impractical.

Full credit for establishing the first car-ferry service across the open waters of Lake Michigan belongs to James M. Ashley, the president of the Ann Arbor Railroad at the time of its building, and at one time governor of Montana. As the rails of the Ann Arbor Railroad approached Lake Michigan's easterly shore, Governor Jim Ashley concluded that if the road was ever to enjoy a large volume of traffic, it must have connections with western roads. With this in mind, he decided on Frankfort, Michigan, as the terminal for rail operations. When the railroad was completed to Frankfort, he opened negotiations for the building of a car-ferry steamer. Although the idea was not new, so far as crossing small bodies of water was concerned, he did not meet with immediate success as his plans were considered irrational by

those from whom financial aid was necessary. They did not believe that railroad freight cars could be safely transported across the stormy waters of Lake Michigan.

Finally, Ashley found a ship builder who was willing to construct a steamer of the type required, provided that it would be so constructed that ready conversion to a passenger vessel might be possible should it not be successful as a car-ferry. Governor Ashley after locating a tentative buyer for his proposed steamer, should the project fail, signed the contract for the construction of the steamer *Ann Arbor No. 1.* The steamer was built in 1892.

The completion of the *Ann Arbor No. 1* did not end Big Jim Ashley's difficulties, as when the steamer was ready for service, he was unable to find shippers who were willing to trust their freight to the hazards of crossing Lake Michigan. Finally, by bringing pressure on the coal company from which the railroad purchased its fuel coal, he was able to have them route four carloads of coal via Ann Arbor Railroad and car-ferry to the port of Kewaunee, Wisconsin, on the west shore of Lake Michigan, which port had been selected for the west shore terminal of the Ann Arbor, and where connections were to be made with the Kewaunee, Green Bay & Western Railroad.

On November 27, 1892, the steamer *Ann Arbor No. 1* arrived safely at Kewaunee with her cargo and the first car-ferry crossing of the open waters of Lake Michigan had been accomplished.

To quote from the Kewaunee *Enterprise* of December 2, 1892: "Sunday, November 27th marked an epoch in the history of Kewaunee and in that of the whole country, and is the most notable event of the generation in the annals of lake navigation. On that day a train of loaded freight cars was successfully transferred bodily across sixty miles of an open and stormy body of water. Sunday afternoon, after much straining of eye-sight and many slighting remarks by the incredulous, smoke was discerned in the direction of Frankfort and within an hour the monster leviathan car-ferry steamer *Ann Arbor No. 1*, without a flag flying or a whistle blowing, and without as much commotion as is made by a tug, steamed majestically into the harbor and backed into the slip prepared for her, as if the business had been an every-day occurrence for her for years."

An eye-witness of the arrival of the *Ann Arbor No. 1* at Kewaunee on that day tells that her master, Captain Ed Kelly, was much embarrassed. His course from Frankfort to Kewaunee having been set too high, his landfall was made considerably above Kewaunee so that instead of arriving from the direction of Frankfort the *Ann Arbor No. 1* actually appeared steaming south along the shore line.

The *Ann Arbor No. 1* was of wooden construction, 260 feet long and 54 feet beam. She was powered by two 1,000 h.p. horizontal double compound condensing engines driving twin stern screws. She was also equipped with a bow screw which was eventually removed as it was found to be ineffective when operating in slush ice, the kind of ice most troublesome in the section of Lake Michigan over which the car-ferries operate. As a commentary on the wisdom of the design of this first cross-lake car-ferry it can be said that the fundamentals of construction remain in the ferries built in modern times, modifications and improvements having been made.

To quote further from the Kewaunee *Enterprise* of December 2, 1892: "The running expenses of this great vessel are in the neighborhood of two hundred dollars per day. Her immense fire boxes consume two tons of coal every hour while the boat is running. She carries a crew consisting of a captain, two mates, five engineers, two pilots, six firemen, one watchman, one lookout, two cooks, two porters, two oilers, and four deckhands, twenty-eight men all told."

The *Ann Arbor No. 1* was followed the next year by a boat of similar construction, the *Ann Arbor No. 2.* The steamers *Ann Arbor No. 3* and *Ann Arbor No. 4*, of steel construction, were added in 1898 and are still in use today, the No. 3 by her original owners and the No. 4 now being an auto ferry across the Straits of Mackinac, having been renamed the *City of Cheboygan.* The steamer *Ann Arbor No. 5* was added in 1906, the *Ann Arbor No. 6* in 1910, the *Ann Arbor No. 7* in 1925, and the steamer *Wabash* in 1927, the latter vessel now being the flagship of the fleet. The original ferries, No. 1 and No. 2, were retired from the service many years ago. All of the Ann Arbor ferries to date have been built at Toledo. It is understood that this railroad has plans for a new ferry to be built at Manitowoc following the war.

The original cross-lake route of the Ann Arbor from Frankfort to Kewaunee was later expanded to include service to Manitowoc, Wisconsin, and Menominee and Gladstone, Michigan. The latter port was given up after a time due to the unfavorable ice conditions found in Green Bay; the port of Manistique, Michigan, on the open waters of the lake was substituted.

Full credit must be given the builders of the Ann Arbor Railroad for pioneering the Lake Michigan car-ferry service. However, they were not to stand alone for long; for, as the success of the venture was assured, others were to follow with keen competition for this desirable cross-lake traffic.

The Flint & Pere Marquette Railroad, now the Pere Marquette Railway Company, completed its line to Pere Marquette, Michigan

(now the city of Ludington), many years before the Ann Arbor reached the shores of Lake Michigan. The F. & P. M. chartered the sidewheel steamer *John Sherman*, owned by Mr. John Sherman, and placed it in package freight and passenger service between Ludington and Manitowoc, Wisconsin. The arrangement continued only for that summer and later operations were conducted in connection with the old Goodrich Line, which, even at that early date, had a fleet of wooden steamers on Lake Michigan.

The volume of traffic, both passengers and freight, increased and in 1882 the Flint & Pere Marquette had built its first steamers, the *Flint & Pere Marquette 1* and the *Flint & Pere Marquette 2.* These were not car-ferry steamers. By the next year business had again increased to such an extent that it was necessary to add thirty-six feet to the length of the new wooden ships. In 1887 Milwaukee, Wisconsin, was added as a part of call and a new steamer came to join the fleet, the *Flint & Pere Marquette 3.* This latter vessel, later to be known as the *Pere Marquette 3*, was crushed in the ice off Ludington Harbor in the late winter of 1920 and sank without loss of life.

In 1888 the *Flint & Pere Marquette 4* was added and the *Flint & Pere Marquette 5* in 1890. It was as purser of the *Flint & Pere Marquette 5* that Mr. W. L. Mercereau, later to become Superintendent of Steamships for the Pere Marquette, entered the marine service of the company, which position he so well filled for more than thirty years. The steamers *No. 1* through *No. 5* were all of wooden construction and were designed for break bulk freight, grain, and passengers. None of them were car-ferries.

By 1896 the cross-lake car-ferry operations of the Ann Arbor had become so successful that the Flint & Pere Marquette arranged for the building of its first car-ferry the *Pere Marquette*, in later years to be known as the *Pere Marquette 15*, the first steel car-ferry steamer ever to be constructed. She was built by F. W. Wheeler & Company in Bay City and was placed in service in 1897. She came to be a model of car-ferry construction followed in many parts of the world. The *Pere Marquette* was 350 feet overall in length, 56 feet beam, twin screws totaling 2500 h.p. She had a capacity of thirty 36-foot freight cars and had ten staterooms for passengers.

On January 1, 1901, the Flint & Pere Marquette Railroad merged with the Chicago & Western Michigan Railroad, the resultant combination being called the Pere Marquette Railway Company. Through this merger the wooden car-ferry *Muskegon* was acquired. She had been built in Toledo in 1895 and christened *Shenango No. 2*, operating on Lake Erie. In 1897 she was taken over by the Chicago & Western

Michigan and her name changed to *Muskegon*. She was used on Lake Michigan between Muskegon, Michigan, and Milwaukee, Wisconsin. When the *Muskegon* came under the ownership of the Pere Marquette in 1901, the name was again changed to *Pere Marquette 16*. This car-ferry continued in active use until 1907.

During 1901 the *Pere Marquette 17*, a very fine steel car-ferry, with more ample passenger accommodations, was added to the growing fleet, and the following year a sister ship, *Pere Marquette 18*, the latter fated to come to a tragic end. In 1903 the *Pere Marquette 19* and *Pere Marquette 20* joined the fleet. The 17, 18, 19 and 20 were all built at Cleveland by the American Shipbuilding Company. Of the original fleet of five steel ferries belonging to the Pere Marquette fleet only the *Pere Marquette 15* has passed entirely from the scene, she having been broken up for scrap in 1935 after thirty-eight years of faithful service. About the same time the *Pere Marquette 19* was released from the railroad service and cut down to a barge. The *Pere Marquette 20* is now the *City of Munising* and the *Pere Marquette 17* the *City of Petoskey*, both being Michigan State auto ferries across the Straits of Mackinac.

The Pere Marquette fleet was again increased in 1924 by the addition of the *Pere Marquette 21* and *Pere Marquette 22* and in 1930 the *City of Saginaw 31* and the *City of Flint 32*. All of these have ample passenger accommodations and the latter two are powered with turbo-electric drives. In 1941 came the *City of Midland 41*, the acme of car-ferry development to date, and a superb passenger vessel as well. These five newer ships were all built by the Manitowoc Ship-Building Company, at Manitowoc, Wisconsin.

A car-ferry service between Grand Haven, Michigan, and Milwaukee, Wisconsin, was started by the Grand Trunk Western Railroad in 1906. Their first ferries were the *Grand Haven* and the *Milwaukee*. The Grand Trunk operational base was shifted from Grand Haven to Muskegon in 1933, and was made joint with the Pennsylvania Railroad. There are now four ferries in this service between Muskegon and Milwaukee, the *Grand Haven*, the *City of Milwaukee*, the *Madison* and the *Grand Rapids;* the old *Milwaukee* was lost in Lake Michigan in 1929.

It is interesting to note that in the development of car-ferry operations on Lake Michigan it has been the railroads of Michigan which have extended their lines by such means. The railroads on the western side of the lake, enjoying a territory relatively rich in traffic, did not find it necessary to provide new means for attracting through traffic. The Michigan railroads on the other hand were forced to bring additional through business to their lines or suffer slow starvation through lack of it, as, after the lumber industry was gone, there was little traffic

originating in the northern two-thirds of the Lower Peninsula of Michigan.

The safety record of the Lake Michigan ferries has been truly remarkable when all factors are considered. The Pere Marquette Railway Company alone has made as many as six thousand crossings in one year, their ferries averaging close to 100,000 miles each per year. During more than fifty years of all-season sailing there have been only two sinkings on Lake Michigan involving car-ferries in which there has been a loss of life, the old *Pere Marquette 18* and the *Milwaukee.* The hazards of winter gales and ice are not minor. In addition, during the regular season of navigation, the courses of the ferries intersect the up-and-down course of the bulk carriers in the Lake Michigan trade, with consequent risk of collision during thick weather. In spite of this, the record shows that one is much less likely to meet with accident aboard a Lake Michigan car-ferry than on a city street or country highway.

The advent of the radio direction finder was a great boon to the navigation of the ferries, as it was to all other vessels, reducing the danger of being caught on a weather shore during a period of low or zero visibility. The old lead line was indeed a poor means of determining location when compared to the precise bearings of the modern radio direction finder. The gyro-compass has also contributed its part to improved navigation, the magnetic compass error differing for each trip, owing to the difference in the vessels' cargo. Postwar use of the radar principle will further perfect navigation.

In the early days of the radio direction finder, I well remember the scorn with which one of the old school of masters, and one of the most capable, the late Captain W. H. Van Dyke, said that he would not trust his ship to any "wireless contraption." Several years following, after radio direction finders had been installed and in use on the ferries for some time, he made the remark that he would not leave the dock without one. Today, in crossing the lake even in clear weather, a radio bearing is generally taken an hour or so before making a landfall to know that a good course is being run. Incidentally, the Ann Arbor and the Pere Marquette were among the first fleets on the Great Lakes to install wireless telegraph equipment, this being done about 1909.

A nearly fatal disaster struck the car-ferry steamer *Muskegon* on the early morning of February 23, 1900. This ship at the time was under the command of Captain George L. Thompson. Through the courtesy of the Pere Marquette Railway company I have secured the loan of the "Statement of Particular Average" covering this disaster. It contains some interesting data.

To quote from the "Abstract of Protest":

Feb. 23, 1900. Upon leaving Muskegon we ran into floating ice which had blown off the shore in pieces of varying thickness, some of them being evidently some feet in depth, as the ice had piled up when on shore. After running through this ice for about fifty minutes we came to clearer water, where the ice was not noticed at night; but about 11 o'clock a gale of wind came up from the N.W. and kept increasing, causing the steamer to roll heavily.

At about 4 o'clock in the morning of February 24th our quadrant was broken in the circle next to the rudder stock, disabling our steering gear and causing the steamer to fall off in the trough of the sea, and by such heavy rolling 16 cars of the *Muskegon's* cargo broke from their fastenings, badly damaging the main deck, and all the stanchions supporting the upper deck, and one smoke stack, and breaking the steam pipes so that it was necessary to blow off one boiler, besides badly damaging the cargo of said vessel, which was in the cars that broke loose. As soon as possible the steamer's tiller was lashed amidships, and temporary repairs being made, she was steered by her engines and in that way reached the port of Racine at 4 o'clock in the afternoon of February 24th.

The *Muskegon* at the time was enroute from Muskegon to Milwaukee and was loaded with twenty-four cars of merchandise. The fact that in spite of so many cars being loose, he was able finally to bring her into Racine, Wisconsin, spoke most highly of the seamanship of Captain Thompson. Temporary repairs were made and the next day, February 25th, they were able to move up to Milwaukee for dry docking.

To quote from the "Report of Survey":

Main Deck—We find everything on this deck more or less damaged, cars off the tracks, many of them badly broken, tracks moved out of place, woodwork under the same split and damaged, nearly all the supports (both wood and iron) knocked out of place, broken, bent, and destroyed, letting the cabins and promenade deck down so as to rest on the roof of the cars; 155 pieces of pine decking 3¼ x 6 inches comprising 5294 lineal feet, broken, cut and destroyed by car wheels going through while off the tracks. Many rails of the four car tracks badly bent and out of place, many rails torn from stringers. Both smoke stacks badly damaged, one of them down.

Cabin Deck—We find the cabin trunk to be badly hogged; the forward part under the Pilot House, badly racked and the roof settled down, and the coamings around the front of the cabin are loose and moved on deck; skylights, cornices, window frames, sash doors and jambs out of place.

Quoting from the "Underwriter's Representative's Report of Investigation":

It is claimed by the chief engineer, that owing to the heavy sea running and the rolling of the ship, the boilers primed badly, causing water to enter the cylinders, causing breakage of piston rings, which scored the cylinders badly and that, as it was a matter of life and death to keep the rudderless steamer on her course by using twin screws, the engines had to be driven hard, without regard to consequences. On this

account, the boring of the cylinders would be necessary. The same reason is given for the damage to the eccentric strap and crank pin brasses, which were rebabbitted; namely that they were hard driven, even when blazing hot, as they dare not stop the engines.

The *Muskegon* was dry docked in Milwaukee for six weeks. The repairs amounted to approximately $50,000, which was quite a sum of money in 1900. The ship was valued at about three times that amount. The latest car-ferry to be built, the *City of Midland 41*, cost nearly two million dollars.

A similar disaster very nearly overtook the *Pere Marquette 17* in 1923. It was a stormy winter night with a full gale of wind blowing. The ferry had left Ludington in the late afternoon bound for Manitowoc. Around 9 p.m., as I was on watch at Radio Station WLD, Ludington, an urgent call was picked up from the *Pere Marquette 17* advising that her wheel chains had parted, and for us to stand by for a possible emergency. The ship's operator advised that they were rolling heavily and that the captain was attempting to keep her headed into the seas by use of the twin screws. The mate had taken a party and gone below in the hold to attempt to reconnect the wheel chains. Tense minutes followed, during which time I called Mr. Mercereau, the Superintendent of Steamships, and told him of the plight of the ferry. Communication was established with several other ferries and they were asked to stand by. At intervals during the next half hour the crippled ferry called and advised that although they were rolling very hard they had managed to keep from falling in the trough. Finally, after what seemed a very long time, word came that the mate, Captain Thomas P. McMaster, had been successful in reconnecting the wheel chains and that they were again on their course to Manitowoc, with little damage done.

Captain W. H. VanDyke was on the bridge of the *Pere Marquette 17* that night. Many years before he had lost his right arm at the shoulder in a hunting accident. In spite of this handicap he had reached the top of his profession. Captain VanDyke later told me that while he was up on top that night, steering the ship by means of her engines, the vessel had rolled so violently that several times he was dashed to the deck, having only one hand to hold on with. The eventual result might have been very different had it not been for the skill of the mate in making quick repairs, and for the captain's fine seamanship.

The first loss of life in a car-ferry disaster occurred on Lake Erie. The car-ferry *Marquette & Bessemer No. 2* foundered on December 7, 1909, with the loss of thirty lives, the entire ship's complement. This ship was owned by the Bessemer Transportation Company and usually carried a crew of thirty-two persons; several were fortunate to miss her that

day. She left Conneaut, Ohio, about noon on the day of the disaster en route to Port Stanley, Ontario—her regular run. The vessel was of steel construction with wooden deckhouse, quite similar to the steamer *Pere Marquette*. She had been in service about five years. The trip across Lake Erie was ordinarily of about five hours in length, but it was not until the ship had been overdue for about forty-eight hours that her owners became alarmed. Two days later wreckage was sighted by the steamer *William B. Davock* off Long Point, on the course from Southeast Shoal to Buffalo. That is all that was ever seen or heard of the ill-fated ferry. Presumably her cars broke loose in the storm and more than likely she rolled over.

It is of coincidental interest to note that the steamer *Davock* herself foundered without trace in Lake Michigan almost thirty-one years later. This sinking occurred in the vicinity of Pentwater, Michigan, during the great storm of Armistice Day, 1940. Bodies of some of the *Davock's* crew were washed ashore near Ludington.

Through the summer of 1910 the steel car-ferry *Pere Marquette 18* was carrying excursions out of Chicago. The railroad traffic that summer was not heavy and the ferry could be spared from her usual runs. A dance floor had been installed on the main deck (car deck) and Miss Annette Kellerman, who had not yet reached prominence in the moving pictures, was doing high dives from the bridge of the ship for the entertainment of the passengers. At the close of the excursion season the *Pere Marquette 18* returned to her home port of Ludington, where the dance floor was removed and she was refitted for service as a railroad ferry.

She left Ludington, on her first trip after being refitted, at 11:40 p.m., September 8, 1910, bound for Milwaukee with twenty-nine loaded freight cars. Captain Kilty was in command. About 3:00 a.m. the following morning it was discovered that the vessel was leaking to such an extent that the water constantly gained on the pumps. Later, in an effort to lighten the ship, two strings of cars were run overboard, twelve cars in all. A wireless distress call was sent by the purser (the car-ferry purser is the radio operator as well) and the sister ship of the distressed vessel, the *Pere Marquette 17*, picked up the call and immediately changed her course and rushed with all possible speed to the aid of the foundering ferry. Incidentally, this was the first wireless distress call transmitted from a Great Lakes ship, and one of the earliest in the annals of wireless telegraphy.

About daybreak the *Pere Marquette 17* sighted the ill-fated *Pere Marquette 18* disappearing stern first into the water. An unusual fact in connection with this accident is that although the *Pere Marquette 17* was

successful in saving thirty-two persons, none of them was able to offer any explanation of the foundering. Although a heavy dead sea was running, the weather was not excessively bad. In this disaster twenty-eight persons were drowned.

Captain Esten Bahle, who in later years was commodore of the Pere Marquette fleet, was second mate in the *Pere Marquette 17* and was in charge of the lifeboat sent to pick up the survivors. As the life boat was lowered to the water, and before the crew were able to unhook the after fall, the captain of the rescue vessel gave his engineers the signal for full speed ahead and the life boat crew were spilled into the lake. Mr. Bahle was drawn around the stern of the ferry by the current of the screws, and passed so close to the propellers that he could see them churning in the water. A very close call for him. The life boat was righted and all were picked up. Captain Kilty went down at his post on the bridge of the *Pere Marquette 18* and his body was picked up later.

A new *Pere Marquette 18* was built at South Chicago and placed in service the following year. At that time, and for the next thirteen years, she was the flagship of the fleet. She is now the last boat in the fleet, and although still a most staunch vessel, is used for freight service only.

February 14, 1923 was a bitter cold morning, a driving snow storm blowing across Lake Michigan ahead of a full westerly gale. I was due on watch at Radio Station WLD, Ludington, at six a.m. and it was difficult to make the mile and one-half walk to the station from town, the drifts being hip high in places. Upon reaching the station it was necessary to shake up the old iron stove as it was bitterly cold in the "shack" with a temperature below zero outside.

As soon as the fire started to burn briskly, I looked over the notes that the preceding operator had left when he went off watch at midnight. All of the Pere Marquette ferries were waiting weather in either Ludington or Manitowoc, with the exception of the new *Pere Marquette 18* which had been due to arrive at Milwaukee about 3 a.m. As it was after six o'clock, and the ferry would have had sufficient time to unload and reload for the eastbound trip to Ludington, I was anxious to know if Captain Bahle intended to make a try, or whether he had decided to lay in Milwaukee until the weather improved. I called the ferry but instead of the reply I expected Radio Station WMW, Manitowoc, Wisconsin, came at me with a QRT (international signal to "cease transmission") saying that the *Ann Arbor No. 4* had sent an SOS only several minutes before I came on the air.

At intervals Radio Station WFK, Frankfort, Michigan, was heard calling the vessel in distress but there was no response. After a few minutes Frankfort called and explained that the *Ann Arbor No. 4* had

left Frankfort bound for Manistique during the night. After they were well on their way, the going became too hard and they had attempted to seek shelter behind the Manitou Islands; however, the visibility was almost zero and they had been unable to find their way to shelter. They then turned around to head back for Frankfort, but in turning had dropped off into the trough of the sea and a string of cars had broken loose and one car was lost over the stern. The ship had taken a list and was leaking badly. At the time the distress message was transmitted it was expected that the ship's electrical power would fail at any moment as water was reaching the engine room. As there was no response to calls we knew that something had happened.

About 7:30 a.m. Frankfort was heard replying to the ferry, although no signals from the ship could be heard at Ludington. Shortly afterward Frankfort called Manitowoc and Ludington, saying that although the power on the ship had failed, the purser, Mr. Helm, had used his ingenuity in the emergency and placed the ship's radio receiver in a state of oscillation and keyed the resultant howl, by which arrangement he was able to communicate with Frankfort, although the rest of us at a distance could not hear him. At the time he had re-established communication with Frankfort the ship was blowing ahead of the gale and they had no idea of their position. The snow was so thick that they could see no more than a few feet. They were taking a terrific pounding and did not know how much longer they could hold out. The situation was truly desperate.

Nothing more was heard until shortly after 8 a.m. when Frankfort came on the air with a general call to all stations, advising that the *Ann Arbor No. 4* had just blown into the harbor and struck the end of the south pier and sunk in the channel, all hands being able to leap to safety on the pier. It was truly an act of Providence that this stricken vessel was able to reach a place where she could be abandoned with safety for all the crew.

The most recent car-ferry disaster occurred on October 22, 1929, at which time the *Milwaukee* of the Grand Trunk-Milwaukee Car-ferry Co. foundered during a gale of hurricane force while en route across Lake Michigan, the entire crew of forty-seven persons being lost. The vessel was under the command of Captain Robert McKay, a veteran skipper who was due for retirement within a few days following the fatal voyage.

The *Milwaukee* left the port of Milwaukee about noon on the day of the disaster, bound for Grand Haven carrying twenty-seven loaded box cars. She was never seen again. Radio was not part of her equipment. A written message in a metal container was washed ashore seven

days later and picked up by Coast Guardsmen attached to the South Haven, Michigan, Coast Guard Station. The message read as follows:

> Ship taking water fast. We have turned around and headed for Milwaukee. Pumps are all working but seagate is bent and won't keep water out. Flickers are flooded. Things look bad. Crew roll about the same as last pay day.
>
> (S) A. R. Sadon, Purser
> 6:30 P.M., Oct. 22, 1929

More than likely some of the cars had broken loose damaging the seagate, perhaps being lost overboard and causing the ferry to list. Probably after the engine room became flooded and it was no longer possible to keep steerage way on the foundering vessel, she dropped into the trough of the sea and rolled over. However, no one will ever know just what happened that afternoon. The purser's message was all that was ever heard from the ill-fated craft.

Bodies were picked up off Kenosha, Wisconsin, and the motor ship *Steel Chemist* reported sighting a floating mattress, parts of a wrecked pilot house, and other timbers near the lane in which the bodies were found. The passenger steamer *Wisconsin* of the Crosby Line also reported wreckage in the same vicinity. Strangely, in another storm a few days later, the *Wisconsin* herself foundered off Racine.

The Lake Michigan car-ferries continue on their cross-lake runs, day in and day out, summer and winter, fair weather and foul. The ships, and their personnel, receive no glory but they are doing a most important work.

George F. Porter And the Second Cass Expedition

By J. Henry Porter

George Flagg Porter, my grandfather, took part in two Great Lakes expeditions headed by Lewis Cass, governor of Michigan for many years, later secretary of war and secretary of state, and in 1848 Democratic nominee for president.

Born in Broome, N. H., in 1800, George Porter was of an adventurous turn of mind and left home early, attracted by the still half-explored country about the Great Lakes. In his wanderings he reached Detroit and became connected with the investment house of Dorr & Jones. It was probably at this time that he had the opportunity of joining the first Cass expedition of 1820 to the Lake Superior region, as assistant secretary.

This expedition set out from Detroit with a party of 37 men among whom was the famous Indian agent, Henry R. Schoolcraft. The objective of the trip was to treat with the Indians and incidentally to investigate the mineral resources of the Lake Superior region and the interior west of Lake Michigan. The party embarked in three canoes at Detroit on May 20th, 1820, returning on September 23rd. The expedition interested Mr. Porter so greatly and gave him such valuable knowledge of the north country that in 1826 he was chosen to join another expedition of Governor Cass, with Thomas McKenney as second in command. The chief object of this expedition in 1826 was to make a treaty with the Indians whereby the Chippewas granted to the Governor of Michigan mineral rights, including the right to "search and carry away any metal or minerals from any part of that country."

It is this expedition with which my grandfather's diary is concerned. A small volume, bound in mottled paper with a leather backing, the book, small as it is, six and one-half inches by four, and half an inch in thickness, is a storehouse of information concerning this trip and this fabulously wealthy country. Written in elegant, shaded longhand, most of it legible after all these years, the diary is a perfect day-

by-day record of the second expedition, from June 23rd, 1826, to September 9th the same year.

The personnel of this party included,* besides Governor Cass and Thomas McKenney, George F. Porter, secretary; Joseph Spencer, in charge of boats; James O. Lewis; James W. Abbott, charged with delivering provisions to the Indians; and E. A. Brush. There were also 31 engagés or voyageurs, one baker, one cook, making a total of 43. It was during this expedition that Governor Cass entrusted my grandfather with a separate expedition which left the main party and after a difficult journey up the Ontonagon River, discovered the Ontonagon copper boulder, an object of awe to the Indians and called by them the "Golden Stone." This huge mass of pure copper, gleaming in the sunlight and reflecting the rays from its burnished surface, was removed with great difficulty some years later and placed in the Smithsonian Institute in Washington. Its actual weight has been computed at 3,708 pounds. Under date of August 5th in the diary Mr. Porter wrote: "We at length reached the celebrated Copper Rock. This remarkable specimen of virgin copper lies on the west bank of the river about a foot above low water mark. The whole mass is about 4 feet long, 3 feet wide, 8 inches thick on one edge and 18 inches on the other and may contain 800 wt. of pure copper. Having satisfied myself that it cannot be moved by land, I returned by the bed of the river."

A brief outline of the voyage might be of interest to readers of INLAND SEAS. The first entry in the diary, made on the day of departure, reads:

> June 23d, 1826—Sailed from Detroit on board the Sch. *Ghent Hinckley;* Col. Croghan Insp. Genl. U. S. Army in Company. Got on the bar. I and two other passengers got into the boat. She gave a lurch and left us to row our boat 8 miles before we got on board. In the evening was spoke by Sch. *Guerrier*, having on board a canoe, came to anchor in the river St. Clair, saw a rainbow at 11 o'clock at night which was very brilliant.
>
> June 24th.—Remained at anchor 16 miles below Fort Gratiot—went fishing this evening with spears and torches in company with Col. Croghan and Col. McKenney. Gov. Cass said he would eat all we caught, *raw*, *tail first*. Caught 8, Gov. helped eat them *when cooked.*

The party was becalmed for three days but on the evening of the 27th weighed anchor and proceeded, though little progress was made against head winds. However, on the 29th the diarist records being

*Thomas L. McKenney's *Sketches of a Tour to the Lakes* (Baltimore, Fielding Lucas, Jun'r 1827) p. 170, lists the personnel with some variations. McKenney, however, states in his *Memoirs, Official and Personal* (N. Y. Paine and Burgess, 1846) p. 59, "I threw together in a volume of some five hundred pages, under the title of 'Tour to the Lakes' the incidents . . ." —*Editor.*

"off the highlands of Point aux Sables" and in the evening they anchored in Presque Isle harbor. On the 30th they sailed for Bois Blanc Island but were driven back by adverse winds and were delayed until July 2d. when they "concluded to run for Drummond's Island."

> July 3d—Left Frying Pan Island in Batteaux for the Sault de Ste. Marie.
> July 4th—Arrived at the Sault or Fort Brady at 2 o'clock A. M. after rowing up a strong current 50 miles.

It is of interest to note that at Drummond's Island Mr. Porter was particularly impressed with the sad conditions of the Indians and he protested vigorously against the British occupation of that island. He writes:

> Those who have not witnessed the situations of the savages on our frontiers can form but an imperfect idea of human misery, resulting from folly and depravity.

He adds:

> Drummond's Island was declared by the commissioners of boundary about three years since, the property of the United States—Why is it not abandoned by the British Government? Why are they suffered to occupy it as a military post from whence is annually dispensed the sum of $60,000 for the nefarious purpose of securing the alliance of the savages, a great portion of whom are within our borders? It is notorious that numbers of Indians from Lake Superior, Mississippi River and all north of Detroit come to this post for, and here annually receive, presents to the amount of about $15 each, while all south of Detroit go to Fort Malden where they receive presents for the same purposes; I saw Indians at Drummond's Island from Fond du Lac on Lake Superior and from the Mississippi.
>
> July 10th—Left the Sault with 3 Batteaux escorted by 2 comps. U. S. Infantry under the command of Capt. E. Boardman and Lt. Kingsbury of the 2d Regt. accompanied by Dr. Pitcher, Regimental Surgeon, and Mr. Hurlbut Commissary's asst. Col. McKenney, Mr. Schoolcraft and Mr. Lewis to follow on the morrow in a canoe, 3 Batteaux, 3 Military Do. and 1 canoe forming other party.
>
> July 12th—Ran this day to Two Hearted River, where our boats arrived safe, but the three military boats were driven ashore, capsized, boats and provisions damaged, and compelled us to remain this day and the following to repair—came this day 33 miles.

On completion of the repairs the party again set forth on July 14th, proceeding slowly, and here he makes an interesting observation: "The Lenni Lenape or Delaware Indians called the English who first came to this country *Yengeese* from whence the corruption *Yankees*."

The party encamped at Grand Marais and on the morning of July 15th passed the Grand Sables which he describes briefly and adds "a minute description of the Grand Sables may be found in Col. McKenney's journal." That evening they arrived at the Doric Rock. Here under the spell of this majestic, natural arch and perhaps also a little under the spell of "the lovely young Ojeebwa maid" to whom he previously refers (the half breed sister of Mrs. Schoolcraft), he wrote a poem dedicated to the Indians.

Departure from the Doric Rock was made July 16th passing "those celebrated Bluffs called the Pictured Rocks," which he describes briefly. Somewhat "windbound," progress was slow and on July 18th they arrived at "Ku-ke-wy-we-nau-ning point" where they remained several days examining the minerals, "Amygloid pudding stone interspersed in many places with Agate, Jasper and Cornelian together with calcareous Spar." Sunday July 23rd, they sailed at 5 a.m. with a fair wind and encamped at the mouth of the Ontonagon. The following day they ran to Iron River and on July 25th, "Sailed at midnight and ran to St. Michael before dark, an Island off Pt. Chegoimagon being one of the 12 Apostles. A trading house is established here. Passed this day the Montreal River which discharges itself into the lake by a fall of 80 feet, 40 of which are perpendicular." (St. Michael is now Madeline Island.)

While deploring the depravity of the Indians, my grandfather pays tribute to the heroic missionaries who, nearly a century before him, had explored this vast territory and established religious posts to minister to the spiritual needs of the savages. He writes on July 26th: "On this Island—St. Michael—was a Jesuit Establishment begun about the middle of the 17th Century and was for a long period the principal Ecclesiastical Establishment in America, to which post the Indians as far south as Chicago resorted. The remains of this post are still visible two miles west of the trading house. This Island is computed to be 30 miles in circumference."

On July 27th they sailed at 1 o'clock and ran to the mouth of River St. Louis or Fond du Lac (now Duluth). The party proceeded at once up the river about five miles to the treaty grounds in front of the American Fur Company's house. Here the treaty business was conducted and they were entertained by many dances which eventually "became tedious." On July 31st he wrote: "I this day endeavored to purchase some curiosities of the Indians but they would not receive money for them, being ignorant of its value."

On August 1st Porter left the treaty station and departed with his smaller party of 20 for the side trip up the Ontanagon River, already

mentioned. Not much is recorded about this trip in his diary, as he refers to his full report to the Commissioners for details. However, they were gone eight days and on August 9th "arrived again at the mouth of the river, left the signal agreed upon and encamped." On August 10th they left for the Sault on the long trip home.

Of the return journey it is enough to say that it was made over the same route in less time than the trip up, just one month, without any untoward incident. They proceeded to Grand Island and were there joined by Governor Cass and his main party. From there they went to White Fish Point, arriving at the Sault on August 18th, having been absent 40 days. They were at Mackinac Island on the 27th of August, remaining there three days, thence to Thunder Bay, River Aux Sables, Saginaw (Sagana) Bay, and proceeding all day and all night on September 9th arrived again at Detroit.

Upon the conclusion of this trip up the Great Lakes, George Flagg Porter took up the practice of law and after his marriage in 1828 made his permanent home in Detroit. But the pioneering spirit was strong within him and, together with his law partner, the late James F. Joy, he did much legal work for the upbuilding of the infant railroads which were spring up in the 1850's and 1860's.

Contemporaries speak of him as a brilliant lawyer and counselor, an unexcelled raconteur, a just and kindly man, and a good citizen, a strong supporter of Abraham Lincoln, and an ardent abolitionist. He died in Detroit, August 21st, 1862.

Such intrepid pioneers braved the hardships, dangers and terrific storms of the Great Lakes, to open up for succeeding generations the vast wealth of this wide territory—copper, iron, timber and furs. To them and the men on land who blazed the trails of our great frontiers, is due much of America's wealth, power and prosperity. They are of the breed that has made America great.

Fighting Ships from Bay City

By Bert C. Brennan

Sprawled along the marshy banks of the Saginaw river at Bay City, Michigan, lies the home of the Defoe Shipbuilding Co.* where, some 45 years ago, the founder, 69-year-old Harry J. Defoe and two associates started their first contract, for two 30-foot fishing boats. During the last five years, nearly 135 fighting boats have been spawned here with the help of some 4,000 employes and sent to saltwater duty. Since Pearl Harbor Day, 1941, four 220-foot minesweepers, four rescue vessels, fifty-four 173-foot patrol craft or submarine chasers, forty-seven landing craft infantry—large, seventeen destroyer escorts and now auxiliary personnel destroyers and some small navy Y-F freighters, have made Defoe one of the largest producers of Navy ships on the Great Lakes.

Pride of the Defoe fleet is the 307-foot destroyer escort type, largest navy ship ever built on the lakes. Virtually the same size and armament as destroyers but designed primarily for convoy duty, the DE has incorporated in its design 5.6 miles of pipe, 93,655 foot or 15¾ miles of electrical cable which is made up of 105 miles of single conductor wire, plus 2,010 valves, 2,650 pipe flanges, and 9,018 pipe fittings. Topside, she bristles with powerful fighting weapons, boasting a 5-inch gun both fore and aft, each housed in a pivotal mount resembling a steam shovel cab. Four 20 mm. anti-aircraft cannon are supplemented with a formidable array of machine-guns distributed throughout her superstructure. K-guns, for hurling depth charges, are mounted on both

*In a letter to Inland Seas Mr. Thomas. J. Defoe writes: "You may be interested in knowing that we have delivered the following vessels to the Navy Department during the present wartime program:

58—173-ft. Submarine Chasers
4—145-ft. British Rescue Tugs
3—110-ft. Navy Harbor Tugs
4—220-ft. Minesweepers
47—157-ft. Landing Craft Infantry (Large)
17—307-ft. Destroyer Escorts
11—307-ft. High Speed Transports

We now have under construction and contract, ten 133-ft. YF Freighters for the Navy and thirty 190-ft. Minesweepers."

sides back aft, while available also are three torpedo tubes mounted topside amidships. Powered by steam turbo-electric drive, oil fired express type boilers, the DE glides through the water minus engine room noise, or mechanical vibration. Her anchors each weigh 3,500 pounds and are held in place by a massive chain some 105 fathoms long and weighing 5,500 pounds.

Conceived and perfected in the Defoe yards is also the unique "roll-over" method of building ships. This method plus assembly line technique, has enabled the yards to win the coveted Navy "E" award six times. This revolutionary idea, first used in August, 1941, on a 173-foot PC and subsequently on the 307-foot DE and APD, helped defeat the submarine menace early in the war, by delivering ships for fewer man-hours of labor than any construction method ever devised.

Construction of the hulls is started upside down on a flat deck on which bulkheads are placed. Plates, set by an overhead crane, lie in position by their own weight and allow downhand welding. Man-hours are but one-third to one-quarter of the total needed in following conventional methods. When the hull is finished, two 50-foot eccentric steel wheels are clamped into position. Actual roll-over, controlled by a single locomotive crane, requires but five minutes and the work of only 12 men. The two huge wheels roll on tracks to right the hull, setting it in position for other work which precedes the ship's sidewise launching into an adjoining slip. No other shipbuilder is known to be using this method, although it is available to any firm designated by the Navy.

For the earlier boats, some destined for the British Navy, crews were brought to Bay City who sailed their own ships to the sea, via Lake Huron, Lake Erie, the Welland Canal, Lake Ontario, the St. Lawrence river and out into the Atlantic Ocean. Likewise, the United States Navy, brought its own crews for the LCI, giving the sailors a chance to get the feel of their future abode by sailing her around the lakes to Chicago. But the PC, DE, and APD procession has been sailed by a freshwater, civilian crew captained by William H. Booth, Sr. Starting at Bay City the boats move into Saginaw river and bay, north in Lake Huron, through the Straits of Mackinac, south into Lake Michigan, ending at Chicago. Entering the drainage canal at Chicago, the boats then pass into the Illinois river which in turn empties into the Mississippi river and the ship finally ends up at New Orleans, some 2,100 miles away from her birthplace.

Since the waters between Chicago and the Mississippi are not deep enough to accommodate the DE or APD 10-foot draft, nor are bridges high enough to clear the mainmast, special measures have to be taken.

So the mainmast either is laid down and spot welded to the deck to hold it securely in rough weather or is set up in temporary fashion for the trip to Chicago. There the mast is taken down, if it is not down already and the passage down the Chicago drainage canal begins. When the canal's too-shallow section is reached, the ship stops and divers remove her two propellers. Ballast is adjusted and pontoons are employed to raise the ship sufficiently to negotiate the passage. At New Orleans, the ship is refitted, handed over to the Navy and commissioned. At the point where the ship loses her screws, she also loses most of her crew of 85 men. Up to this station she has been moving under her own power but the remainder of the journey is accomplished with assistance of river pusher boats. The warship is lashed securely to barges of freight, southbound and then pushed along as another parcel of freight. Twenty men (cooks and maintenance crews) remain aboard until the Navy claims her.

Captain Booth began his Great Lakes career back in the lumber barge era when he was 14 years old. His grandfather, father and brothers preceded him on the lakes and now two sons join the Booth dynasty as lake skippers. This 5-foot 7-inch, 66-year-old skipper and his crew of lake sailors and converted landlubbers, have had their share of novel experiences getting their ships through to Chicago. Since Christmas, 1942, a steady flow of boats has passed through the lakes on their way to the fighting fronts. Neither holidays, seasons, storms, weddings nor babies interfered with this crew and summer and winter the boats sailed.

Late in the fall of 1943, a DE was bouncing along like a cork on Lake Huron off Tawas bay. Snow was blowing in a 40-mile gale and in the lightweight ship (ammunition and stores are stowed aboard at New Orleans) many cases of seasickness were being caused by her pitching and tossing. The captain decided to lay to until the storm abated somewhat, so changed his course and headed into the cover of the protecting bay. As the ship started changing her direction, the full fury of the storm struck, picked up the DE and dropped her in her own trough.

There were not many men aboard ship who didn't expect her to continue her rollover and as she wallowed and fought her way clear, her horn suddenly blasted through the din of the storm. Many, believing it was the signal to abandon ship, raced for their Mae West life jackets, but soon they were informed through the bull horn (public address system) which covers all points of the ship, that the boat was blowing her own horn because of the antics of the storm and her own bucking and weaving. Dishes were hurled across the mess halls, the

galley was a jumble of pots, pans, and foodstuffs, chairs were spun crazily about and men attempting to sleep were thrown from their sacks. Reaching the quieter waters of the bay, the ship rode at anchor until the storm subsided and then continued her trek to Chicago.

Christmas eve of that same year found the Defoe crewmen chopping ice off the hull of a patrol craft at Mackinaw City. A few PCs had been sublet to a Detroit firm to finish, and the crew had battled their way up Lake Huron from Port Huron all day in subzero temperatures. As darkness closed in, the thermometer kept falling and the little ship became encased in ice, causing her to list and making her difficult to handle. After her decks had been cleared and her superstructure lightened from ice, she continued on her way.

Many cold, blustery nights for the last two winters were spent on the open or flying bridge by deckhands, peering through the wind, rain, snow, sleet or fog, reporting any strange obstacle or floating icebergs to the officer on watch. Sometimes the captain never left the pilot house for hours on end, guiding his million dollar ship and the hundred or more lives through to safe water with only his vast knowledge and keen judgment for a guide, as navigation aids, for the most part, do not operate from December 1, until after the spring breakup in the lakes.

Numerous trips were made through solid fog, causing the horn to be blown from the moment the lines were cast off until reaching the inner harbor at Chicago. Many times during the long winter nights, sleep was hard to find because of the continued thumping, pushing and crashing of the huge ice blocks against the steel hull. Howling winter storms cost officers many hours over charts and maps, zig-zagging their course the length and breadth of the lakes, attempting to outsmart and outmaneuver the unpredictable elements. Deep February of 1944 saw a DE slowly nudging the ice blocks left in the wake of a small coast guard icecutter as she eased along Saginaw river and bay and finally into Lake Huron. A blizzard had delayed sailing for a day and the below zero temperatures had frozen the channel ice to a depth of many feet.

A normal voyage from Bay City to Chicago ranges from 30 to 60 hours, depending upon conditions. This journey ended some two and one-half weeks later. After plowing her way painstakingly through ice-clogged Lake Huron, getting stuck in the ice fields many times, she finally fought her way into St. Ignace harbor. Waiting a few days for a shift in the ice flows, and after taking on fuel and supplies, she started out through the frozen, treacherous Straits of Mackinac. The DE had also acquired the assistance of another ice cutter and the large ice-breaking car-ferry *Ste. Marie.* The four ships battered a path through

the seven-foot windrowed ice packs clogging the Straits and after an all-day encounter, the Defoe ship finally shook herself clear and raced into Lake Michigan. Late the next day she slipped into her dock at Chicago. Ice had pounded her plates into a washboard of wrinkled steel. Sturdily built, not a seam gave to the elements, and aside from some of the paint being broken and scraped off her lower bulkheads, she was none the worse for her harrowing experiences.

Not to be outdone, a sister ship, some three weeks later, got herself caught off Point AuGres for 24 hours, nosed her way up to Point Lookout, where the ice closed in and locked her in tight for a five-day session before the *Ste. Marie* came to the rescue and broke her clear.

Last winter, no such experiences were encountered owing to the efficient ice crushing ability of the coat guard's new $10,000,000 ice-breaker U.S.S. *Mackinaw*. The ice crusher would meet the ships eight miles out in Saginaw bay and escort them through to Lake Michigan and clear water. With the help of the *Mackinaw*, the U.S.S. *Donald W. Wolf*, an APD, early in January, 1945, set a record for the fastest winter trip on the Great Lakes. The running time for the trip was fifty-one and one-half hours over a distance of more than 600 miles. The time is remarkable because 260 miles of the voyage was through a lane which was broken in the thick lake ice by the *Mackinaw*.

Before the boats make their final trip to Chicago, many of them are required to make trial runs. These runs, made in Lake Huron, consist of numerous maneuvers, circling movements, crash dives, speed runs, and anchor tests. Probably the most interesting of these trials were those held by the LCI-L. These flat-bottomed crafts would hold all their exercises far out in the lake and then search for a sandy beach. Being successful, the officers would open wide the throttles and ram the craft high upon the sand. So powerful would be the run that after lowering her landing ramps a six-foot man could wade ashore and water would reach below his armpits. After making her run she would drop a pull-off anchor off her stern, some distance from shore, and when required to pull herself clear of the beach a strong cable and tractor-like motor wound up the slack and yanked her free. Her final fling was had, when, after securing her anchor and making her way back into the lake, she put up a cloudy smoke screen which obliterated the shore from view while she sped away in the mist. When the wind lifted the haze the LCI was far away, headed home.

VE day saw another Defoe built ship leaving her berth for the fighting fronts and so will it be, regardless of storms, floods, or ice, until complete victory is won and again fishing tugs and pleasure craft can be "roll-overed" like so many of their ancestors.

The Boyhood of Admiral King

By Marion M. King

In the 1870's Lorain was a wide-awake, progressive town, thriving on the business growing out of its strategic location on Lake Erie. The town's chief industries—ship-building, fishing and shipping—were centered around the Black River, which formed an exceptionally fine harbor. Running parallel to the river was the main street, center of the town's social life.

The Cleveland, Lorain & Wheeling Railroad, forerunner of the Baltimore & Ohio, extended its line to Lorain in 1872, bringing coal from the fields of southern Ohio for shipment to points across the lake. On the heels of the C. L. & W. came the Nickel Plate Railroad in 1876. These two railroads contributed much to the development of the town, for with them came workers who needed new homes, more schools and more churches.

Among the new arrivals at this time was James Clydesdale King, a Scotchman, who had followed his uncle, Beaver Brown, to America. Brown, a retired seaman, was master mechanic with the C. L. & W. King, too, having found employment on the railroad, married Elizabeth Keam, whose family lived in Cleveland. In their small frame cottage on Hamilton Avenue, just west of the river, Ernest Joseph King, now Commander in Chief of the Fleet, and Chief of Naval Operations (U.S.A.), was born on November 23, 1878, the first of five children.

Young King showed a fondness for the sea in his early youth. He preferred stories about boats even at the nursery rhyme stage, and he was always ready for the tales his Great-Uncle Beaver had to tell of his years before the mast. The story is told how, at the age of seven, Ernest left home to go to sea. While passing Brown's house, just south of his own, he smelled cookies baking. He stopped in to see his great-aunt, who persuaded him to postpone his trip—with the help of her cookies.

The boy's fascination with the sea continued throughout his childhood. Townsfolk remember the admiral-to-be as a quiet, retiring lad, with a love for books. He avidly read biographies of naval heroes, borrowed from the library of the local public school. Boat-building was another hobby of his. One of his playmates, A. R. Maddock, now a

retired banker, recalls that he, young Ernest and other boys once floated a log raft on the lake at the mouth of the river.

During young King's grammar school days his family moved to Cleveland for several years, returning to Lorain to live in a house on what is now Sixth Street and Reid Avenue, the present site of the First Methodist Church. At one time the boy voiced a desire to leave school. The elder King told his son that if he stopped he would have to go to work. When Ernest asked his father to get him a job, the latter consented and got him most unpleasant work in the boiler shop of the roundhouse. In a short time the boy was ready to return to school, but his father made him work out the year. Ernest was able to complete his high school course in three years, though continuing to work three days a week at the shop. This experience was to prove valuable in his career. Shortly after his graduation from Annapolis, the ship to which he had been assigned developed boiler trouble. The young officer asked for permission to look at it, remarking that he knew something about boilers. He was able to repair it, thus winning the notice of his superior officers.

In 1896 he appeared with others of his high school class in the Junior Class Exhibition at the Opera House. Each member of the class was obligated to perform. As his contribution, the future admiral recited the Monroe Doctrine and also participated in an exhibition with Indian clubs.

It was in that same year that his mother died after a long, lingering illness. A few months before her death, she and the four younger children were taken to her home in Cleveland, where she could have better care, but Ernest remained in Lorain to keep house for his father. The thoughtful neighbors, who sent in baked goods at this time, are visited by the admiral every time he comes to Lorain.

The embryo admiral completed his high school course in 1897, graduating with a class of fourteen. The subject of his oration for that occasion was "The Mission of Adversities," a prophetic title in view of his later career. Early in his high school days, Ernest had expressed a desire to enter Annapolis. His teachers gave him much help in achieving his goal, particularly Miss Abbie Reid, who coached him in geography and mathematics. Remembering her kindness, Admiral King sent crimson roses for her funeral in February, 1942.

His school contemporaries remember young King as a quiet, shy student, who did everything the other boys did, even to getting into mischief. Referring to his temper, one of his former neighbors remarked, "Well, Ernie always flew off the handle easily. You had to approach him carefully." When questioned on the subject of girl

friends, the same person replied, "Well, he always had one!" Another neighbor remembered Ernest as a tall, handsome youth with rosy cheeks.

Though he worked hard Ernest had time for sports, playing regularly on the high school football team. Like other young men he liked to dance, often visiting the dance floors at one of the Lake Shore parks. Sundays, however, usually found the Kings at the Congregational Church, which Ernest attended until he left Lorain.

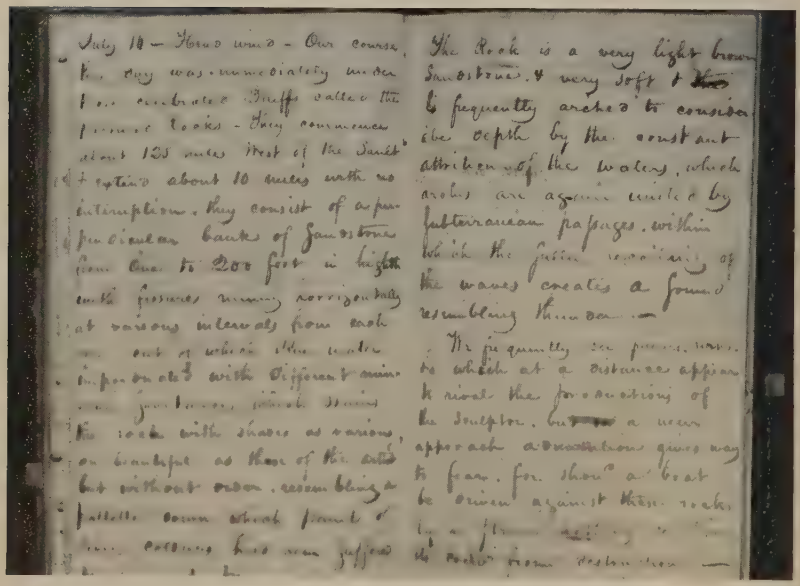
When the admiral-to-be was appointed to Annapolis, the editor of the Lorain *Times* printed his picture with the remark, "We expect great things of this young man." Lorain is proud that he has fulfilled these great expectations.



Admiral Ernest J. King as a naval cadet. (See Page 26.)



GEORGE FLAGG PORTER. From a miniature painted by his artist brother, John Savage Porter, about 1828. (See Page 16.)



SPECIMEN PAGES from the diary of George Flagg Porter on which he describes the Pictured Rocks. (See Page 19.)



PAUL KANE'S portrait of Indian Chief at Saugeen, Lake Huron



KANE'S PAINTING of an Indian encampment on shore of Lake Huron.
(See Page 37.)



DULUTH HARBOR (Port Series No. IV). From the original etching by Louis Orr. Copyrighted by Louis Orr and reproduced by permission of the Yale University Press.



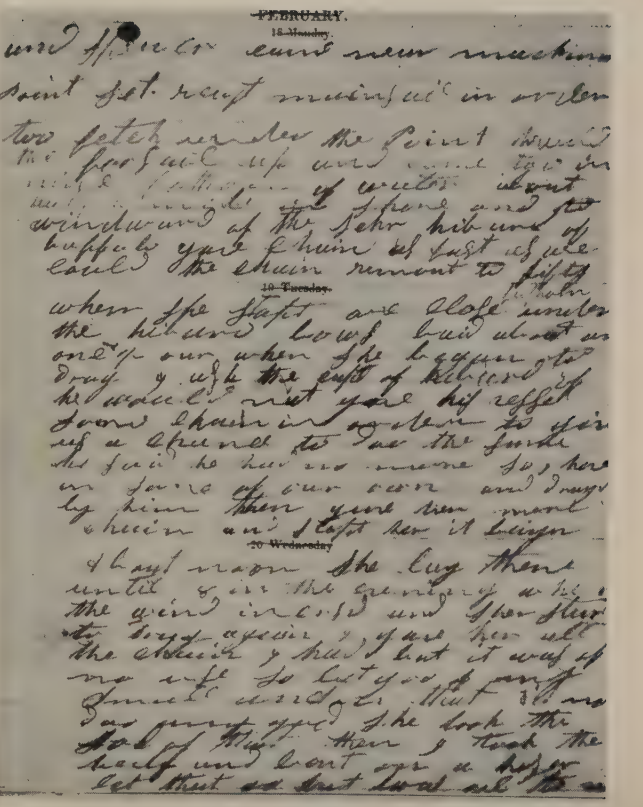
Steamer Pere Marquette 22 entering Ludington, Michigan, Harbor. (See Page 8.)
Photograph by Captain Samuelson.



Steamer Ann Arbor 4 sunk in Frankfort Piers, February 14, 1923. (See Page 13.)
Photograph by W. H. Sharp, Frankfort, Michigan.



CAPTAIN JUSTUS O. WELLS. From an ambrotype copied by Fred R. Bill. (See Page 42.)



FEBRUARY.

18 Monday.

19 Tuesday.

20 Wednesday

FACSIMILE of the log of Captain Justus O. Wells. (See Page 42.)



SCHOONER E. P. KIRTLAND in foreground, Brig *Columbia* in background. (See Page 42.) From ambrotype of about 1856, in possession of Captain Willard G. Wells.



157-Foot LCI (L), Diesel powered. (See Page 21.) Courtesy of the Defoe Shipbuilding Company.



3-Inch Gun Destroyer Escort, Turbo Electric Drive. (See Page 21). Courtesy of the Defoe Shipbuilding Company

Paul Kane
Painter of Great Lakes Indians



By Roy F. Fleming

JUST ONE HUNDRED YEARS AGO the noted Canadian painter of Indian life, Paul Kane, started out to visit the Indians of the Upper Lakes in order to make a series of paintings of these American aborigines.*

"I left Toronto on the 17th of June 1845," he tells in his *Wanderings of an Artist Among the North American Indians*," with no companions but my portfolio and box of paints, my gun and a stock of ammunition."

Kane's task was self-appointed. He had emigrated as a boy from Cork, Ireland, to York (Toronto), Upper Canada, where he observed with great interest the Mississagu Indians living in the neighborhood. It is probable that he had seen some of George Catlin's paintings of the red men of the United States of that period; but from whatever cause, the ambition seized him to become an artist to paint Indian life. With almost no means of livelihood he went to Europe for two years, learned to paint in oil, and returned home to York.

After slight preparation he set out as recorded above, to seek the Indian settlements on Lake Huron. Not only on this journey did he paint on canvas, but he wrote in a journal records of his travels and adventures which later formed the basis of his book of *Wanderings*, one of the valued classics of Great Lakes literature.

The painter traveled north by Lake Simcoe and Orillia to reach Georgian Bay at Coldwater, where he expected to catch the steamer *Gore* for Owen Sound. However, the packet had left a short time before. But not to be thwarted, he hired a man with a canoe to try to catch up with the boat. "After paddling all night," he relates, "we overtook the steamer the next morning at Penetanguishene, the Bay of the Rolling Sands. This picturesque inlet had then a small naval depot where the dismantled remains of the two American gun-boats *Tigress* and

*See his *Wanderings of an Artist Among the Indians of North America*, London, Longman, 1859, and David I. Bushnell, Jr.'s, *Sketches by Paul Kane in the Indian Country, 1845-1848*. Washington, Smithsonian Institution, 1940.

Scorpion, captured in 1814, could be seen lying in shallow water by the shore.

The steamboat landed Kane in Owen Sound the same evening (June 20). There the traveler met three men who were bound for Saugeen (now Southampton), an Indian village 30 or 40 miles to the west on the main shore of Lake Huron where a council of chiefs was being held to negotiate the sale of a tract of land to the government. Hiring an Indian to carry his pack, Kane and the men set out for Saugeen. Their journey, however, turned out disagreeably as the road was scarcely more than a trail through woods and swamps turning muddy as the rain came on in torrents. The travelers had to camp for the night with almost no shelter except trees, supperless, and wet to their skins.

Next morning the party made an early start. Arriving at their destination about noon they found a large assembly of Indians holding a religious camp meeting with boisterous singing and praying led by several Methodist preachers. The village was at the mouth of the river, also named Saugeen, meaning "mouth of the river," where about 200 Ojibway or Chippewa tribesmen lived. The site of an early battle between the tribe and the invading Mohawks was marked by a mound heaped over the slain enemies. Kane was convinced of its genuineness as he could see human bones protruding from the mound's surface.

The artist made a portrait of the principal Chief Maticwant or the Bow, then one of Chief Big Pike wearing his prized 1812 medal, also one of a chief's daughter from Lake St. Clair. The chief from Owen Sound was present, named Wah-pus or Rabbit; his picture was also made. "He was the first Indian," says Kane, "whose hair had been all pulled out except the scalp-lock." Wah-pus had formerly been fierce and intemperate, but under the influence of the Methodist missionaries had become sober and of good conduct.

After remaining ten days at Saugeen, living with an Indian family, the artist returned to Owen Sound, accompanied by a young man named Dillon who was extremely desirous of going on with Kane up the lake. After purchasing a canoe and a stock of provisions the two set out for Manitoulin Island, by way of Penetanguishene and the east shore of Georgian Bay. (This route of over 250 miles is nearly three times as long as if the travelers had gone directly north by the Indian peninsula.) The two adventurers spent fourteen days in a pleasant passage up the east coast among the many islands, fishing and hunting, occasionally losing their way in the multitude of wooded shores and channels.

Coming to an encampment of Indians on one of the islands on the

north shore Kane painted his first general scene of the life of red men. The wigwams, he tells, were made of pieces of birch-bark sewed together with long fibrous roots, placed over ten or twelve poles arranged in a circle. The canoes were also made of the same bark stretched over a very light frame of split cedar laths, with great attention paid to symmetry of form. Even the "mohcocks" or boiling pots were fashioned out of birch-bark.

At the foot of a deep bay of Manitoulin Island the voyagers arrived at Manitowaning, a village of about fifty log-houses with an Indian Agent, doctor and blacksmith. It was the time of the annual gathering of the tribes to receive their treaty presents. Fully two thousand Indians of all ages were there awaiting the arrival of the ship with their many needs aboard—guns, ammunition, axes, knives, kettles, cloths, thread and needles.

The next day after the vessel arrived the Indian Agent, Captain Thos. G. Anderson, assisted by his interpreter, Chief Assikinack or Blackbird, arranged the assembly in groups with each chief sitting with his own band. Blackbird (called "Sigenock" by Kane) was noted both as a great orator and warrior of the Ottawas; he had led the Pottawatomies and Ottawas in defeating the Fort Dearborn garrison August 1812. "Sigenock went among the gathering," Kane tells, "taking lists of names and numbers, dividing the goods with great impartiality; his voice was heard everywhere, above the universal din of tongues, and seemed to have the effect of allaying every envious and unpleasant feeling and keeping all in good humour and proper order."

Soon after the distribution of the gifts Captain George Ironsides arrived as successor to Captain Anderson as Indian Agent. As Ironsides was a half-breed, a chief of the Wyandots and a descendant of Tecumseh, Kane included him in his series of Indian portraits.

The government steamer *Experiment* then arrived at Manitowaning on its way to Sault Ste. Marie and Kane was able to arrange passage with its officer, Captain Harper, for himself and canoe. As the artist's companion Dillon now concluded that he had gone far enough on the excursion, he bade farewell and returned down the lake by the schooner which had brought the Indian supplies.

At the Sault Kane met the Hudson's Bay Co. factor, Mr. Ballantyne. On learning from him that there was a great gathering of American Indians at Michillimackinac Island at the entrance to Lake Michigan, the artist decided to go there instead of across Lake Superior as he had first planned. On this historic island Kane found a great concourse of red men and their families, chiefly Ojibways and Ottawas, over 2,500 in number. They had come to receive their shares of the $25,000 paid

annually by the American government for lands ceded by the tribes. Kane pitched his tent in the midst of the huts of the savages, arranging it as a studio. He soon found chiefs and leaders willing to sit for their portraits.

It was not long before our visitor had trouble with many of the hungry dogs which had come with their masters. These animals broke into Kane's tent, stealing hams and other food, then returning for more. One evening when the industrious man was sitting alone inside the folds of his tent finishing a picture by the light of a candle stuck in the ground, one of these audacious brutes, he tells, dashed through the entrance, seized the burning candle in his jaws and bolted away, leaving the astonished painter in perfect darkness. The next day on seeing the same dog coming again, Kane took his pistol and fired at it. As the man had only intended to wound the animal, he was taken back when he saw that he had killed it; and he was further disturbed by the approach of the owner and his squaw.

"Look, you bad white man," shouted the red man fiercely, "You kill my dog. That a very good dog and you pay me much for him."

"Yes, I pay you much," replied the artist, "when you pay me for the hams and food he stole."

After the Indian pair were shown what their cur had done, they quieted down and showed their goodwill. "We take no pay," said the Indian, "and you come to our place for supper to-night at sundown."

Kane relates that after fixing up, he repaired to the Indian's wigwam where he found the whole family at supper, happily eating the slaughtered dog which they had boiled in a kettle. The white man not relishing the canine entrée of the feast, made excuses and returned to his own habitation.

In inducing Chief He-Devil to sit for his portrait the artist told the man that his likeness would be sent across the sea to Queen Victoria. "I have often heard of the Great Mother across the Big Water," said the Chief with much interest, "and if I had enough money to go I would pay her a visit; but I am now pleased that my second self will be able to see her."

In speaking of the liquor traffic following the annual pay-day at Mackinac, Kane says that many traders brought great quantities of liquor which they sold clandestinely to the Indians. Many a red man who had traveled there a long distance, returned home poorer than he left, his sole satisfaction being that he and his family had enjoyed a glorious bout of intoxication.

The traveling painter went from Mackinac to Green Bay, Lake Michigan, where he painted more of Indian life. But as the season was

getting late he returned eastward by way of Lake Erie and Niagara to Toronto. In the following year, 1846, Paul Kane passed west over Lake Huron and Lake Superior to meet the tribes in the Upper Mississippi region; then worked his way west to the Pacific coast. In all he painted hundreds of pictures and sketches of Indian life, of buffalo hunts, camp scenes, councils, fetes, and feasts.

Kane's later years were saddened by the partial loss of his eyesight. He died in Toronto in 1871, leaving two sons and two daughters. In 1922 there was an exhibit of 200 of his paintings in Winnipeg, Manitoba. One reviewer of the pictures stated—"They are extremely valuable as records of a vanished life of North America; they show original and personal qualities and much genuine poetry."

The Brig Columbia, Justus Wells, Master

By Clarence S. Metcalf

During the early part of this year a fine, elderly gentleman came into my office and introduced himself as Captain Willard G. Wells. He was interested in the Great Lakes Historical Society. Captain Wells told me that as a boy he had worked a while on the Great Lakes but was more interested in the Pacific Ocean and that now he was an old retired sailor, his last job Master of the *Empress of India*. His round trip from Vancouver, B. C., to Hawaii, New Zealand, Australia, China, and back to Vancouver covered 18,000 miles. He spoke with great pride of his father, Justus O. Wells, who was Captain of the brig *Columbia*—and had sailed her for nine years. Captain Justus Wells brought the first load of iron ore through the Sault Ste. Marie Canal, August 17, 1855, bound for Cleveland, Ohio.

The Cleveland Iron Mining Company was the first that ever shipped ore through the Sault Ste. Marie Canal. Indeed no other company shipped ore at all during 1855. The *Columbia* carried the first cargo through the Sault Ste. Marie Canal on August 17th, 1855. She was of 177 tons burden, 91 feet long, and 24 feet beam. She was built in Sandusky in 1842. Following is a copy of the bill-of-lading of the first shipment of ore:

> Shipped in good order on board the Brig *Columbia*, Wells, Master, by The Cleveland Iron Mining Company the following articles consigned as per margin.
> For Cleveland Iron Mining Company
> Care, Crawford & Price, Cleveland, Ohio
> unless otherwise ordered by W. J. Gordon of Cleveland, Ohio.
> One Hundred Tons Iron Ore—$2.75.....$275.00
> J. WELLS

The actual amount of ore shipped on the *Columbia* was 132 tons and not 100 tons as indicated in the bill-of-lading. The facilities for weighing in those days were decidedly primitive.

Justus Wells was born in Windsor, Vermont, December 18, 1828, and ran away from home to become a cabin boy on one of the great clipper ships. The first record we have of him was in November 1846

when he shipped from Sandusky, Ohio, as a member of the crew of the schooner *Rocky Mountain* at the age of 18.

From a newspaper clipping which bears no date or title but was probably published in Fort Huron* we learn that Justus Wells was on the schooner *Rocky Mountain* (Captain, Nelson Gardner), plying between Sandusky and Oswego in 1846. The clipping is a story of a reunion twenty-five years later of Captain John Brown, Captain Justus Wells, and C. K. Wells, a younger brother, at Port Huron, who were shipmates on the schooner *Rocky Mountain*. It says:

> Many a stirring scene have they beheld together. The crew of the *Rocky Mountain* distinguished themselves by going out to the rescue of the crew of the full rigged Canadian bark *Grampus* and the schooner *Henry Ainsworth*, of Cleveland, aground at Oswego in a heavy sea. They were both lying at the pier, both bound out, the *Grampus* loaded with timber and the *Ainsworth* in ballast. They were struck by a gale of wind in the night, and broke away from the pier, and grounded in what is now known as Grampus Bay, not ten rods from the shore where they finally went to pieces. In the morning the crew of the *Rocky Mountain* took her yawl and started to the rescue of the crews. Twice did they start out through the main channel and twice did their boat swamp. They then went and asked the use of a boat from the Revenue Cutter *Geo. M. Dallas*. The boatswain not only let them have the boat, but volunteered his own services and went along with them on the perilous undertaking.
>
> After getting under way he gave up command of the boat to the mate of the *Rocky Mountain*, and away they went through the artificial channel. The sea and wind were tremendous, and the maneuvering needed to get the crews of the two boats on board was of that skillful kind only known to regular sea dogs, and consisted of rowing up to the *Grampus* between the seas and taking one or two on board and then rowing away again. The seas broke over the *Grampus* and the spray would fly over the yard arm every time so they dared not stay near her when they struck her. The two vessels lay close to each other, so that both crews embarked from the lee side of the *Grampus*. There were one woman and three children on board who refused to embark, and John Brown was the man who sprang on board and by force carried them on board the cutter's yawl.
>
> There were about thirty-five persons in the two crews, and three trips were made before all were saved. The last trip after they had got 150 feet away a young fellow who had stowed himself away amongst the timbers in the *Grampus*, appeared on deck and they had to turn and go back for him.
>
> A good deal of excitement was created by the peril of the crews, and thousands of people were witnesses of the work of rescuing them.

Captain Willard G. Wells has in his possession a log of the brig *Columbia*, written during the season of 1856. On the title page is written:

> Captain Justus Wells' own book, bought May 8th, 1855, on brig *Columbia* of St. Clair. At present on board schooner *E. P. Kirtland* of Huron, Ohio, April 1, 1857, Chicago, Illinois.

*Clipping in the possession of Mrs. Josephine Wiley, a daughter of Captain Justus Wells, now living in St. Clair, Michigan.

He seems to have been a most meticulous man and must have kept a log of his other years on the brig *Columbia*, but unfortunately it has disappeared. It is very difficult to decipher his notes, but it is easy to learn that they refer to a rather uneventful season, mostly sailing to Chicago and points on Lake Huron with lumber and other merchandise. The account is mainly concerned with the direction or absence of the wind, until the latter part of September when the Captain relates a terrible experience in a storm going from Chicago through the Straits of Mackinac. His entries during this storm are indecipherable except a few lines as follows: "Gave chain as fast as we could. The chain run out to 50 fathoms when she stopped close under the *Hibbard's* bow. Laid about one-half hour when she began to drag." The brig left Chicago Tuesday night, September 17, 1856, and the last entry in the log on Friday, the 20th, says, "she went on the beach at half past 11 o'clock at night with two anchors ahead. Friday at four o'clock p.m., 8 inches of water under her in the bend of Bois Blanc Isle." This place has been located off Point Catash, Bois Blanc Island. The log ends abruptly.

It is related in chapter fifteen of *The Honorable Peter White* by Ralph D. Williams, that the brig *Columbia* delivered the locomotive "Sebastopol" sometime in 1856, the first locomotive to reach the peninsula. Curiously, Captain Wells' log contained no account of this event. It may be supposed that the brig was towed off the beach and put in service again. This was the second time that this small vessel spearheaded civilization, the first having been her first voyage through the Soo loaded with iron ore. The "Sebastopol" was built in the New Jersey Machine & Locomotive Works at Paterson, New Jersey. She was designed for a gauge of four feet, ten inches, having cylinders six feet, two inches, and drivers of five feet. She weighed 25 tons and cost $11,000.

The entry in Captain Wells' log on April 1, 1857, reads: "Arrived in Chicago and took charge of the *E. P. Kirtland* of Huron, Messrs. Stevens and Ryan, Owners." He sailed this schooner during the years 1857 and 1858. In 1859 he married Miss Josephine Perkins of Norwalk, Ohio, and bought 80 acres of land near St. Clair, Michigan, where he cut down trees to provide a place to build a house. Here he led the life of a farmer, and raised a family. There were five children, George, William, Burt, Willard, and Josephine. He lived and worked on this farm until his death April 25, 1883.

We learn from this log of Captain Wells that being a captain of such a ship took not only courage and good judgment, but also patience

with the weather and with the crew. These small vessels were built by the hundreds and lost by the hundreds. There was no record of most, except possibly a mention in a small local paper. But they pioneered civilization on the Great Lakes and rendered a great service.

Their history should be written, drawing on all sources obtainable and those sources themselves should be carefully preserved.

It is fortunate that an ambrotype of Captain J. O. Wells and one showing the schooner *Kirtland* in the foreground, but with the masts of the brig *Columbia* in the background are preserved. They were loaned to the Great Lakes Historical Society for reproduction in INLAND SEAS.

Beached in a Storm

By Minnie Sweet Monti

Back in the late nineties, the wooded shores of Lake Erie were more beautiful than they are today. Years of unchecked erosion have washed the tree-clad banks into the water, devoured many beaches, and muddied the clear waters through which the ridges in the clean sandy bottom of the lake showed plainly in fair weather. There was another difference as well, in that the current exodus to camps had not then begun.

Then and for many years thereafter, I spent my summers in a rough shack at Saybrook, Ohio, west of Ashtabula, close to the lake, with my mother and brother. Mrs. Hannah Grey and her five children camped near us, on the farm still occupied by the family of her sister, Mrs. Harland P. Jeffers. No other campers were in the vicinity, and the seven children lived on the wide sandy beaches and in the water all summer long.

Most of our friends considered us rather odd. They did not see why people who possessed nice, comfortable homes, with Brussels carpet on the floor, and all other current conveniences, should wish to spend their summers living practically outdoors under primitive conditions. We thoroughly enjoyed it, however, and wore bathing stockings in swimming only when there was company.

One of the famous storms in the annals of shipping occured in July, 1899, and is never likely to be forgotten by those who experienced it. It began on July 4th and increased in force until by Saturday, the 8th, nearly all the small freighters remained in port. The wind blew a gale from the northwest and there was a heavy sea running, with disastrous effects all along the shore. The heavy seas which piled up played havoc with everything that was not absolutely immovable. Reports from points along the shore in the Cleveland area indicated that more damage was done than had been caused by any other storm in years.

On Saturday noon, July 8, 1899, the steamer *John N. Glidden*, with the *Sophia Minch* and the *George P. Warmington* in tow (both two-masted schooners), left Ashtabula Harbor, west-bound and without cargo. The *John N. Glidden* had been built in Cleveland in 1879, and the two

schooners were built at Vermilion, in 1873 and 1872 respectively. They fought the heavy seas until about five o'clock, when they were ten miles west of Ashtabula. The wind and seas then reached such a height that the *Glidden* was forced to drop her tows, and so signalled. All three ships dropped anchor and hoped to ride out the storm. The *Glidden* was successful, but the schooners were not. The steamer *Sequin*, also west-bound, attempted to anchor at about the same time, but dragged her anchors and went ashore directly in front of Redbrook, about four miles west of Ashtabula.

The two schooners at first remained connected by their tow line, but as their anchors dragged, the vessels came near colliding several times. To avoid a collision the *Minch* let go the tow line, and both ships drifted southeast and toward the shore.

We watched the drifting ships all the afternoon and until dark, as they came closer and closer. The seas ran so high that when the ships plunged down over a wave it seemed as if they would never come up again. When darkness came their moving lights made it possible to watch their progress.

At nine o'clock the *Minch* reached the shore, and washed in on the sandy bottom, where she stuck, with the huge waves breaking over her. The life-saving crew came out from Ashtabula Harbor, and at midnight they fired a shot over the ship and took the crew off safely. They were all well and uninjured except the cook, Miss Anna Riley, who was quite ill and remained at the nearby home of George Harley for some days. Miss Riley had dreamed about two weeks before that the ship had run aground, and that she had fainted on the hatch before being taken off by life-savers. She actually did faint in the very spot she had dreamed of, and the entire procedure was just as she had described it to the captain two weeks before.

The *Warmington* grounded at ten o'clock 300 feet east of the *Minch* and 100 yards from shore, and her crew remained aboard. She had just been sold to L. P. and J. A. Smith of Cleveland, and was to have been turned over to them at that port.

On Sunday, the 9th, Manager William Gerlach of Cleveland arrived at Ashtabula Harbor to ascertain the condition of the vessels and the probability of their release. Both were sprung and were leaking, but rested easy on a sandy bottom. The rudders of both boats had been carried away. The *Minch* lay broadside to shore in only six feet of water and within 100 feet of the beach.

The tugs *L. P. Smith* and *Marguerite*, which had been sent from Cleveland to tow the vessels off, found that it was impossible for them to accomplish anything since they could not get near enough to the ships,

and they returned to Cleveland on Tuesday. The big tug *C. A. Morgan* with steam pumps on board left Cleveland Monday night, and it seemed likely that with good weather the vessels would be released in a short time.

On Monday there was no sea and the stranded vessels rested easily. Manager Gerlach of the Nicholas Transit Company, C. A. Morgan of the tug line, and Captain George McCloud of Buffalo, representing the underwriters, visited the *Warmington* and the *Minch* late Monday afternoon, and were of the opinion that the *Warmington* could be pulled off into deep water very nicely, but that the *Minch* would have to be jacked up. The steamer *Sequin*, which had gone ashore about a mile farther east, was pulled off quite easily on Tuesday, July 11, and was taken to Cleveland to be drydocked.

The tug *Chancy A. Morgan* arrived on Monday evening with a large steam pump, which was loaded on the fishing tug *Knapp*, and the *Morgan* and *Knapp* reached the schooner *Warmington* at midnight. The *Knapp*, a light draught boat, had no trouble in getting alongside the *Warmington*, and the steam pump was placed aboard and with steam from the tug was set in operation. There were about five feet of water in the vessel's hold, but the pump lowered it easily and with the aid of syphons, the hold was practically cleared by six o'clock Tuesday morning. A line was taken from the vessel to the *Morgan* and at 7:15 the powerful tug had the *Warmington* in deep water headed for Ashtabula, where she arrived at 9:30. She was damaged but little, and left in tow of the *Morgan* at 1:30 for Cleveland to go into drydock. She was not even leaking enough to necessitate working the pumps when she left port. Captain Gerlach and Wrecking Master Morgan, who had been superintending wrecking operations, returned to Cleveland on the *Warmington.*

Manager Gerlach made no attempt to release the *Minch*, and Captain McCloud expressed the opinion that to save her would cost more than she was worth and that she would be left to her fate. Late Tuesday afternoon Captain J. H. Christie of the *Minch* paid off her crew, and according to the contemporary newspaper report "stripped the boat of her canvas and other detachable valuables and abandoned her."

As a matter of fact, however, he did not abandon her, but remained in residence, so that it was impossible for anyone to claim salvage and take the ship. Hope had not been lost that she might yet be saved, and Captain Christie, an old salt-water sailor, soon became a prime favorite with the neighboring farmers, and especially with the children who camped close to his ship. Very soon the sand filled in around the old ship until it was possible to walk out to her dry-shod. We children

spent hours on the ship, which was a playground unexcelled in our experience. We climbed the rope ladders to the top of the masts, investigated the cooking arrangements, and were sometimes allowed to use the big yawl, one of whose huge oars was really more than any of us could handle easily. Picnickers from miles around came to see the ship, now firmly sitting on dry sand, and souvenir postals are still being sold at Ninevah Beach, where she spent her shore year. Twice during that first summer tugs were sent to try to pull the ship off. They could not get in near to her, and tow-ropes were expensive. Each time the tug pulled until the tow-rope broke and then departed. Captain Christie lived aboard all winter in his snug little cabin.

The following summer salvage operations were begun in earnest. Scaffolding was erected along her sides, the sand was dredged out little by little, continuous tension was maintained with tow-ropes so that any movement once made was not lost, and the Ashtabula paper on July 23, 1900, reported: "After a year's steady work by wreckers whenever the weather would allow, the schooner *Sophia Minch*, which together with the steamer *Sequin* and schooner *Warmington* went ashore five miles west of Ashtabula in the storm of July 8, 1899, was floated Monday morning by the tug *Salver*, and will be taken to Cleveland to be docked. The *Minch* was owned by the Minch Transit Company, and after several thousand dollars had been spent trying to release her she was sold to Miles Barry of Chicago, and he let the contract to release her to Reed and Sons, wreckers of Bay City." After her disastrous year on shore the *Minch* was converted into a barge and sailed the Lakes for many years. The *Warmington* also was in active use for many years after her adventure in the storm.

GREAT LAKES CALENDAR

By JEWELL R. DEAN

APRIL, 1945

A contract was awarded to the Merritt-Chapman & Scott Corporation for reconstruction, at a cost of $674,283, of the Brady Pier at Sault Ste. Marie, Michigan. The American government 1,200-foot pier, located just below the Soo locks, will be rebuilt and a boathouse and three small slips constructed. The pier, now adjoining Brady Park, was the river frontage of Fort Brady in the early days when it was maintained as an American outpost. Soldiers from the fort interfered with construction by Michigan of the State Canal. According to the book, *Saint Marys Falls Canal—Semicentennial, 1905*, the pier was built originally in 1889 with material excavated in digging the Poe Lock used to make the fill behind the pier facing.

APRIL, 1945

The *Princeton*, one of the 454-foot group of "college" ships, was sold by the Pittsburgh Steamship Co. to the Buckeye Steamship Co. and will continue in the iron ore and coal trades. Both are Cleveland companies.

APRIL, 1945

George H. Warner, manager of the vessel and dock department of the M. A. Hanna Co., Cleveland, died, ending an association with Great Lakes shipping that dated back 51 years when he was secretary to a partner of Marcus A. Hanna, shipping leader and "maker of presidents." Mr. Warner was a director of the Lake Carriers' Association for many years.

MAY, 1945

The steamer *Capt. John Roen*, renamed for the Sturgeon Bay, Wisconsin, man who recovered her from the bottom of the Straits of Mackinac in 1944, rejoined the lake freighter fleet. The prize ship, still owned by Captain Roen, returned to the iron ore, coal and grain trades under the management of Hutchinson & Co., Cleveland.

MAY, 1945

With wartime censorship released, Canada reveals that 20 ships were sunk in the Gulf of the St. Lawrence during heavy German submarine attacks in 1942. Aircraft, ship and shore patrols prevented any sinkings in 1943 in the gulf in which waters of the Great Lakes make their exit into the oceans.

MAY, 1945

Four Russian engineers, all concerned with port rehabilitation and development in the Soviet Union, visited Great Lakes ports, including Chicago, Buffalo and Cleveland, to obtain ideas on American harbor equipment for handling bulk cargo material. Through L. Feinstein, their interpreter, the men expressed a fascination for

the efficiency of the coal and ore docks. The men were R. Lubimov of Odessa, T. Shivtsov and M. Sokolov of Leningrad and S. Frolov of Murmansk.

JUNE, 1945

A contract was awarded by the War Department through its district engineer at Milwaukee to the Cuyahoga Wrecking Co., Cleveland, and the Cleveland Wrecking Co., Cincinnati, for dismantling the government ore loading dock which was rushed to near-completion in 1942 at Escanaba, Michigan, as part of an alternate route for moving ore down the lakes. Ore was to be moved by railroad from Lake Superior ranges to Escanaba for loading into ships in case the Saulte Ste. Marie Canals were blocked through enemy attacks or sabotage.

JUNE, 1945

The 50th anniversary of establishment of the "floating postoffice" off Detroit, in the Detroit River, for lake sailors found the seamen lowering a bucket on a line to bring aboard their letters from home just as they did when the service started June 17, 1895. The mail boat, maintained as a branch of the Detroit city postoffice, pulls alongside the moving freighters and holds the pace for the transfer. The present mail boat is the *Mook*, a 45-footer which is on the job 24 hours daily during the navigation season. A ship passes midtown Detroit every 15 minutes on average and the clerks aboard the *Mook* have ready a package of mail to place aboard nearly every one.

JUNE, 1945

The passenger ship *Alabama*, former flagship of the Goodrich Transit Co., which was owned in recent years by the Chicago, Duluth & Georgian Bay Transit Co., Detroit, began daily passenger runs out of Cleveland to Put-in-Bay in western Lake Erie. The former cruise ship was extensively rebuilt by the Toledo Shipbuilding Co. after being purchased by a group of Cleveland men in 1944-45 winter. She is operated by the Islands-Bay Steamship Line and owned by the Cleveland & Buffalo Transit Co. The name of one of the lakes' well known passenger lines of bygone days is thus preserved by the *Alabama's* new owners.

JUNE, 1945

Captain Arthur H. Hawgood, 80, one of the leading figures in the Hawgood Steamship Co. which was known as the Hawgood Fleet in the early part of this century, died June 22 in Cleveland. The company existed during the transition from wooden to steel freighters, sold off its ships in the years around 1915 and passed out of existence. Captain Hawgood was master of the steamer *Belle T. Cross* at 22 and with his brothers, William A. and Henry A., was prominent in affairs of the Lake Carriers' Association. He was a charter member of the Great Lakes Historical Society, and much interested in its work.

NOTES

Marine Historical Society of Detroit

The Marine Historical Society of Detroit is now almost one year old. It was early last summer that a group of Detroiters interested in the lakes and lake shipping proposed that some form of organization be perfected to stimulate discussion and exchange of ideas on their favorite subject. The germ of the idea had rested in the mind of Mr. Roy Bates formerly of Fort Wayne, Indiana, who wandered into the Museum of the Detroit Historical Society. Mentioning his idea to the Director was enough to give it some nourishment and in time it hatched into a life size organization with seven charter members. The first organizational meeting was held in the Museum where temporary officers were elected, Mr. Bates acting as chairman. Many were the ideas which sailed across the room before something tangible developed.

A second organizational meeting was held in June, 1944, this time in the office of the Director of the Society when a committee was appointed to draft a Constitution and By-Laws. Within a month the third meeting was ready to hear the reading of these two now historic documents and to adopt and put them into effect. At this meeting Captain William J. Taylor, who had retired from the United States Light House Service, presented a fascinating talk on his life experiences. He distributed copies of prints of his vessel, the *Aspen*, to his audience, giving them a souvenir which all prized very highly. At this meeting also there was promulgated the purpose of our new born child. It was to stimulate and encourage the study of the lore of the lakes by exchange of pictures and ideas, and the presentation of talks on ships, that this organization was formed.

Since that date a meeting has been held each month with a talk on some phase of our lake history. In September, the President of our Society, Mr. Kenneth A. Smith, told of the "Ships of the Old White Star Line." This was followed by "The Story of the Package Freighters" given by our Director of Publicity, The Rev. Fr. Edward J. Dowling, S.J. The Great Storm of 1913 was the subject of Mr. Barcus' discourse in December and in January Mr. Thomas Weber, formerly steward of the *Tashmoo*, told of his experiences aboard that vessel. Mr. Poole, collector of marine pictures and lore of our Inland Seas, gave the February talk, dealing with the general field of lake history. Professor F. Clever Bald of the University of Michigan came over in March to read his paper, "Shipbuilding on the River Rouge before the War of 1812."

The highlight of the year was the annual meeting and banquet held April 26 at the Detroit Edison Building. It was attended by upwards of 160 persons who had the pleasure of hearing the former United States Senator and O.P.A. Director, the Honorable Prentiss M. Brown, tell of the three great men who exerted the most influence upon our Great Lakes: La Salle, Richard Oswald, and William A. Burt. In addition we saw motion pic-

tures of a trip from Duluth to Buffalo and a Coast Guard film dealing with the lakes.

The Marine Historical Society, although sponsored by the Detroit Historical Society, is without a home since the parent Society has not as yet been able to take possession of its new Museum building. With the actual occupancy of that new home there will be provided a meeting place, a room in which the story of our Great Lakes can be told, where our pictures may be stored and our material displayed for the benefit of all who are interested. Ship enthusiasts are most cordially invited to join with us; the annual fee is but one dollar. We take this occasion to extend to the Great Lakes Historical Society our most cordial felicitations.

ROBERT H. LARSON,
Treasurer.

The Steamer Northwest

ON PAGE 20 of the second issue of INLAND SEAS a statement was made that the steamer *Northwest* was sold by the Goodrich Line to the Detroit & Cleveland Nav. Co. in 1867 and renamed *Greyhound*. As a fact the *Northwest* retained that name from the time it was built in 1867 and throughout her ownership by the Detroit & Cleveland Navigation Co. up to 1886 when she was replaced by the new *City of Cleveland II*. The *Northwest* was then sold to the Red Star Line of Detroit, rebuilt and renamed *Greyhound*.

The *Northwest* was built in 1867 at Manitowoc, Wisconsin, 1109 gr. tons, 236 x 32.3 x 13.6. During her second year of service she was taken over by the Detroit & Cleveland Navigation Co. to replace the *Morning Star* which was lost June 20, 1868, in a collision on Lake Erie with a loss of 26 lives.

The *Northwest* carried the route between Detroit and Cleveland with the *R. N. Rice* up to June 10, 1877, when the latter was damaged by fire at her dock in Detroit. The steamer *Pearl* was chartered for a short period to replace the *R. N. Rice*, but the *Saginaw* finished the season on the run.

The following year (1878) the new steamer *City of Detroit I* came out, and with the *Northwest* ran on the route through the season of 1885. The *City of Cleveland II* came out in 1886 and replaced the *Northwest*, which was sold to the Red Star Line of Detroit.

Remodeled into a day boat she was renamed the *Greyhound* and placed on the Detroit and Toledo run, finally going to the White Star Line of Detroit, on the same route and at times on the Port Huron Division. In 1902, the White Star Line built the new *Greyhound*, using the engine of the former *Greyhound*.

This engine was not the one originally placed in the *Northwest* in 1867. This was replaced in 1876, when the *Northwest* was rebuilt, with the old engine of the *Detroit*, built in 1809, by the Shepard Iron Works of Buffalo. The old hull was converted into a barge.

The old *Northwest* engine has a unique history, seeing service in four different vessels. First it was in the steamer *Canada* which came out in 1846 and was scrapped by Eber Ward the owner in 1851, the engine going into the *Caspian*. The *Caspian* was wrecked at Cleveland in 1852 and the engine transferred to the *E. K. Collins*, built in 1853. She lasted only a year, going out by fire in 1854, at Malden (Amherstburg). The *Planet* was the next to get the engine in 1855, and she, in turn, was dismantled in 1866 at Manitowoc, Wisconsin. In 1867, the engine was put into the *Northwest* where it remailed until 1876, being replaced by the engine of the steamer *Detroit*, built in 1859.

—LOUIS BAUS.

The David Dows

THE *David Dows* deserves a note in INLAND SEAS as the world's first five-master and the only one ever on the Great Lakes. She was also the largest sailing ship in lake history. She was the queen of all Great Lakes sailing ships and her shining black hull had the fine lines of a yacht.

The *Dows* was built for M. D. Carrington of the grain firm of Carrington & Casey of Toledo, and her building was superintended by Captain Joseph L. Skeldon of the firm, for fifteen years master of their little schooner *Maize*. She was built at the Bailey Brothers shipyard in Toledo, west of the Maumee, at the foot of Ash Street, where the Ash-Consaul bridge crosses the river, and launched in May, 1881. Her dimensions were 265 feet keel, 278 feet overall length, 37 feet beam and 18 feet depth of hold. She carried 80,000 to 90,000 bushels of wheat or 2500 to 2800 tons of soft coal. She had two center boards and eight hatches and carried 70,000 yards of canvas. Her name came from an intimate friend of the owner, David Dows, a wealthy grain merchant of New York City.

Her adventures began even before her launching. Before her completion the Maumee had on February 17, 1881, one of her worst floods. The *Dows* had to be scuttled to keep from floating away.

With Captain Skeldon as master and John C. Thompson as first mate she once made a run from Buffalo to Turtle Light, Toledo, in 18 hours, faster than the steamer time of that day. Captain "Joe" Skeldon was known as a driver—a heavy weather sailor of the old school. While he was engaged in the superintending of her construction—examining with critical eye every stick of timber and every article of equipment, there arose in the early days of the task, a very bitter argument, in the building committee, as to the location of the iron strapping on the frames to strengthen the structure. Captain Joe finally won the battle when he exclaimed, "Well, damn it, if you were building a barrel, where would you place the hoops?" The members that had contended for placing the diagonal iron strapping on the inside of the frames then surrendered and Captain Joe won a great victory.

After only a few years as a sailing ship she was cut down into a tow barge and was usually towed by the steamer *William Edwards*. She was lost Thanksgiving night, 1889, off Whiting, Indiana.

—GEORGE E. HARDY.

Shipping Record of the Port of Goderich for 1882

A MIMEOGRAPHED COPY of this record has been presented to the Great Lakes Historical Society by Mr. Fred Landon, Librarian of the University of Western Ontario and editor of INLAND SEAS. The foreword reads:

This record of vessel entries at the Port of Goderich during the season of 1882 has been copied from the original entry book kept by L. D. Dancey, harbor master and wharfinger in that year, and now in the possession of Captain Bert McDonald, the present harbor master at Goderich. The book appears to have been through a fire but fortunately only the edges of the pages are charred and the entries are quite legible.

The principal exports from Goderich in 1882 were salt, meat, butter and household furniture. The latter item indicates the movement of people from old Ontario to the West which was then under way, stimulated by the construction of the Canadian Pacific Railway and by the increasing importance of Port Arthur and Fort William. The steamers *Manitoba*, *Quebec* and *Ontario*, operating out of Sarnia to Lake Huron and Lake Superior ports, called regularly at Goderich and in addition there were smaller steamers and schooners entering frequently.

The inward cargoes reflect the activities of the Goderich district. Much lumber was being brought in from Georgian Bay and the

North Shore, and also railway ties and telegraph poles. Hoops and staves came up from Dresden and Wallaceburg for the salt industry. Fish in quantity came from the Fishing Islands farther north along the shore of Lake Huron, particularly during October and November. Wheat was also brought in from Kincardine and coal from Sandusky.

The largest vessel entering the port in 1882 was the *Quebec,* of 954 tons. The *Ontario* and *Manitoba* were second and third with a tonnage of 750 and 336 respectively. The ill-fated *Asia* called at Goderich on the first of June. She foundered on Georgian Bay a few months later with a loss of nearly one hundred lives, there being but two survivors. The names of the other vessels calling in at Goderich during the season of 1882 are still remembered in ports about Lake Huron and Lake Erie.

This is followed by the listing of vessels and description of their cargoes on successive dates. Staves, hoops, telegraph poles and lumber are the chief items but provisions of various sorts figure largely, especially that essential of lake commerce, whiskey.

Captain Wells' Last Voyage

DURING MY STUDY of the "Log" of Captain Justus O. Wells mentioned elsewhere in this issue, it occurred to me that the detail of handling the voyage of the schooner *E. P. Kirtland* from Toronto to Toledo, Ohio, apparently Captain Wells' last voyage on the lakes, would be of interest. His entries read as follows:

Thursday, Nov. 18/58
5 in the morning got under way wind west
10 A. M. arrived in toronto
2 P. M. comencet discharging with one horse

Sunday Nov 20/58

Monday Nov 22/58
1/2 past twelve got onloded wind E S E blowing fresh

Tuesday Nov 23/58

6 A. M. wind East snowing hard
Blowing a gale
12 at night clard up wind North got under way

Wednesday Nov 24/58
7 A. M. arived in Port Dalhousie

Thursday Nov 25/58
1 P. M. arived in at Pt. Colborn
wind W N W went to taking in sand
6 P. M. got in 15 tons of sand

Friday Nov 26/58
1/2 past three in morning turned out wind S W
1 P. M. got balast in wind west
1/2 past 3 P. M. got underway wind NW by N
6 in the evening abrest of Pt. Maitland NW by N
1/2 P 6 evening Single reaf mainsail took in flying jib
1/2 P 9 single reaft foresail N N W Cold
11 night Past long Point. wind N W

Saturday Nov 27/58
2 in the morning wind N NW
3 in the morning shook out reaf forsail and maid fliing jib
4 shook reaf out of mainsail
8 A. M. calm lite wind from North of Coneaut
12 noon lite air from south and calm all the fornoon
4 P.M. of Astabula wind S S E looks like snow
7 P. M. of fairport wind S S E
10 evening reaft mainsail comencet to snow
12 night Maid Black River wind E S E no snow

Sunday Nov 28/58 [i.e. Monday Nov. 29]
2 in the morning of Vermilion
wind E S E snowing hard
20 M past 4 Wore ship stood to Northurd [Northward bearing] N E in 3 fathoms of water
9 A. M. Cleared up See Kelley's Island
Wind E N E
10 Came to anchor under Kelleys Isle
15 m to 11 A. M. get under way again [Tuesday, Nov. 30] wind N E Snowing hard
4 P. M. arived in toledo

Toledo December 1/58
7 in the morning Paid the cook of.

—C. S. M.

Port Huron in 1837

"A FEW YEARS AGO" says an 1837 pamphlet, "an advertisement in a newspaper at Buffalo, that a steamboat would leave this port for Lake Michigan was read with curiosity and surprise, as though it proposed a voyage to some distant country."

Of this rare pamphlet, *The Town of Huron at the foot of Lake Huron, St. Clair Co., Michigan; circular addressed to capitalists, and those who design removing to the West*, typed extracts have been made by L. C. Sabin of the Lake Carriers' Association and a member of the Great Lakes Historical Society. He has given the Society these extracts.

Huron is the present Port Huron. The pamphlet shows that present-day real estate advertisers have nothing on their predecessors a century ago. The advantages of the site are glowingly depicted. Altogether a notable item!

—G.W.T.

New Trustees

THE FOLLOWING new trustees were chosen at the annual meeting of the Great Lakes Historical Society, April 26, 1945:

Joseph E. Bayliss, Sault Ste. Marie, Michigan.
John J. Boland, American Ship Building Co., Buffalo, New York.
George Cuthbertson, National Business Publications, Gardenvale, Canada.
Roy F. Fleming, Ottawa, Canada.
Charles E. Frohman, Hinde & Dauch Paper Co., Sandusky, Ohio.
Frederick F. Hill, Marine Museum, Newport News, Virginia.
Harry C. Kendall, Detroit, Michigan.
John A. Lowe, Rochester Public Library, Rochester, New York.
William A. McDonald, Detroit, Michigan.
Chase S. Osborn, Poulan, Worth Co., Georgia.
Clarence B. Randall, Inland Steel Corporation, Chicago, Illinois.
Leathem D. Smith, Sturgeon Bay, Wisconsin.
John S. Worley, Transportation Library, Ann Arbor, Michigan.

New Advisory Editors

INLAND SEAS is happy to add to its Editorial Advisory Board the names of Mrs. Elleine H. Stones, Chief of the Burton Historical Collection of the Public Library of Detroit, and Lieutenant Commander Walter Muir Whitehill, Editor of *The American Neptune*.

This Month's Contributors

(*Excepting the Editorial Staff*)

THOMAS B. DANCEY of Dearborn, Michigan, has been a radio operator and purser on the Lakes. He is active in the Marine Historical Society of Detroit.

J. Henry Porter is a Detroit business man, and descendant of a pioneer family.

Bert C. Brennan is a pharmacist of Saginaw, Michigan, and contributor to local newspapers.

Clarence S. Metcalf is Director of the Cleveland Public Library, and executive vice-president of the Great Lakes Historical Society.

Roy F. Fleming of the Property Owners Association of Ottawa has written many articles on lake history. He is now writing a biography of Blackbird, the Ottawa chief who defeated the Fort Dearborn garrison in August, 1812. He is a trustee of the Great Lakes Historical Society.

Marion M. King is Librarian of the Lorain, Ohio, Public Library. She is not related to Admiral King.

Mrs. Minnie S. Monti is First Assistant in the Order Department of the Cleveland Public Library.

The book reviews signed by J.W.B. are by Jay W. Beswick of the Literature Division of the Cleveland Public Library.

QUESTIONS AND ANSWERS

INLAND SEAS *offers to publish questions from its readers about the Great Lakes and in turn asks them to send in answers to published queries.*

(5) My notebooks show that the *Ocean Wave* was an "Independent Through Line steamer," plying chiefly between Montreal and Hamilton, via a long list of intermediate ports, under command of a Capt. Wright. Two sources which I have consulted differ sharply on the date of her loss, but otherwise agree fairly closely. Robertson's *Landmarks of Toronto* (1896), which I think the more dependable, says she burned the morning of April 30, 1853, two miles from The Ducks, and about 23 west of Kingston. *Lloyd's Steamboat Directory* (1856) dates the fire August, 1855, and places it about 40 miles from Kingston. It adds the detail that the vessel was turned toward shore, two miles away, but that her engines failed and she sank in fifteen minutes. Both sources agree that 28 lives were lost—15 of them crew members. The *Georgiana* (apparently a steamer) and the schooner *Emblem* stood by.

—*Charles Bradford Mitchell.*

(5) In *Beer's History of the Great Lakes* "One of the most distressing accidents that ever occurred on Lake Ontario happened April 30, 1853, near the Ducks, small islands near the Canadian shore about 40 miles above Kingston. The upper cabin steamer *Ocean Wave* built in Montreal in 1851 took fire about 1 o'clock in the morning, while on her way from Hamilton to Ogdensburg. The boat was newly painted. The flames spread rapidly and the life-boats could not be got out. Within five minutes the vessel was enveloped in flames. The light attracted the schooners *Georgiana* and *Emblem* which, with small fishing boats, saved 21 persons out of the total of 44 who were aboard. Of the lost, 15 were members of the crew and 13 were passengers." —*Oliver T. Burnham.*

(6) Who can contribute information about the ships that delivered grain from Lake Superior ports to Goose Island in December 1897 at the time of the great wheat corner?

(7) In his "Recovery of the Steamer *Humphrey*" (INLAND SEAS, Vol. 1, No. 1), Jewell Dean speaks of Captain Roen's barges *Hilda* and *Maitland*. The former I assume to be the former car-ferry *Pere Marquette 19*, which Captain Roen purchased, cut down and renamed. Is the latter the former Lake Erie car-ferry *Maitland No. 1?*

—*Charles Bradford Mitchell.*

(8) Was it Captain Bundy's fourth *Glad Tidings* which became the passenger steamer *Elva* of the Arnold Line at the Straits of Mackinac? My records show that the *Elva's* first name was *Glad Tidings*, but I have never learned anything of her career under that name. If she is, as I suppose, the former Gospel Ship, it would have rounded out Mr. Havighurst's very interesting note to have added a sketch of her "lay career." When I last saw her, in August, 1939, she was laid up at her Mackinac Island dock.

—*Charles Bradford Mitchell.*

Book Reviews

LAKE ONTARIO, by Arthur Pound. The Bobbs-Merrill Co., Indianapolis and New York. 1945. $3.50.

Arthur Pound has been State Historian and Archivist of New York. He has been historian, biographer, novelist, and has written with authority on various economic themes. His successful experience in all these fields is reflected in *Lake Ontario*, fourth of the American Lakes Series, edited by Milo M. Quaife, of the Burton Historical Collection, The Public Library, Detroit.

No better choice of an author for Lake Ontario could have been made. The foreword points out that although Ontario is the smallest of the Great Lakes it leads them all in wealth of historical associations. Mr. Pound proceeds to prove it. His chapters on the Iroquois, whose confederacy might have served as a model for Dumbarton Oaks; on the French Wars and the two wars of Independence; on the Erie Canal and what it meant to the nation, come close to providing a history of upstate New York as well as of Upper Canada.

Samuel de Champlain, Étienne Brulé, Father Isaac Jogues stalk the pages. The great Frontenac, Robert Cavelier, Sieur de La Salle, Father Hennepin, who first described Niagara, are all there. The Johnsons, Sir William, nephew Guy and Sir John, the son; the Butlers and Joseph Brant, perhaps the greatest of American Indians, have place in the story and due tribute of respect. So do Lord Jeffrey Amherst, Colonel John Bradstreet and Sir Guy Carleton who saved Canada for the Crown, along with Marinus Willett and old Nicholas Herkimer who did so much to save the South Shore for the nation. The Indian campaigns of the Revolutionary War are given in detail and Mr. Pound has not neglected to present the strategic considerations which led Washington to send General John Sullivan against the Senecas.

What Sullivan's soldiers thought of the land they ravaged, and how peace brought many of them back again is a story in itself. How the dispossessed Loyalists crossed the water to settle the Province of Ontario is no less significant and fascinating a tale.

However ardent your nationalism, you will hardly feel that the authorities of the young republic dealt as fairly by those whose service and sacrifice made independence possible as did the Crown by those whose devotion to the idea of Empire cost them their homes. The work of Carleton, then Lord Dorchester, of General John Graves Simcoe and of Sir Frederick Haldimand received well deserved tribute of respect.

Indeed, before you're through you're likely to recognize how soundly historical is Kenneth Roberts' *Oliver Wiswell*, and to regret the enthusiasm with which the victorious Colonials expelled those who had chanced to disagree with them. Mr. Pound has handled the War of 1812 no less fairly and his narrative and comment should meet with favor on both sides of the lake.

Unlike too many patriots among our historians, Mr. Pound has not blinded himself to the very real achievements, strategic as well as organizational, of Sir James Yeo, and to the shortcomings of Commodore Isaac Chauncey. There is deserved praise for Melancthon Woolsey and Jacob Jennings Brown, who probably did more for his country in the second war of Independence than did Andrew Jackson, yet

who is less than a name to most of those who should honor both his deeds and his character. Incidentally, Mr. Pound throws needed light upon the retaliatory aspects of the British performance in Washington.

The Erie Canal and the commercial and industrial results of its construction are duly described. The author travels around the lake and up and down it. Oswego and Rochester, Toronto and Kingston are pictured from the business as well as the historical angle. Mr. Pound knows a good story and he tells it well. He lets us know how he feels about the Fenians and other trouble makers on both sides of the border. He has illuminating chapters in the development of Canadian democracy. He makes you know your neighbors better. You'll like Arthur Pound's *Lake Ontario*.

—I.S.M.

PINE, STREAM AND PRAIRIE: WISCONSIN AND MINNESOTA IN PROFILE, by James Gray. New York, Alfred A. Knopf, 1945. $3.50. Toronto, Ryerson Press, $4.25.

The picturesque title *Pine, Stream and Prairie*, though highly appropriate to Wisconsin and Minnesota, is slightly misleading, for it suggests that this book is concerned primarily with the natural setting of the region or with out-of-door life. It includes these aspects, but much more as well. There are chapters on milling, mining, colleges and universities, painting, the Minneapolis Symphony Orchestra, state fairs and carnivals, principal cities, small town life, racial and nationality groups, and many other things. There are sketches of the life and work of leading thinkers, political leaders, architects, and other personalities, including Sister Kenny. Ten Chimneys, that curious farm belonging to Alfred Lunt and Lynn Fontanne, is pictured in some detail, and we are even introduced to Lily, Mr. Lunt's cow. In most of these sections, a wealth of historical material is combined with description. The emphasis throughout is upon the life of the people and their accomplishments and activities in nearly every field of endeavor.

Somewhat less attention is given to the Great Lakes than one might expect, considering their importance in the historical development of the region and in its economic life today. We are given a glimpse of Paul Bunyan scooping out Lake Superior; a single paragraph is devoted to a description of it, and lake fishing is discussed. Otherwise there are only incidental references, and the all-important shipping of iron ore is overlooked.

As one reads the book, it becomes obvious that it could have been written only by a person who is thoroughly familiar with the region. Dr. Gray is a native of Minnesota and has spent most of his life there. He is the author of several books, and has been on the staff of the St. Paul *Pioneer Press and Dispatch* for a quarter of a century, chiefly as dramatic critic and literary editor. His long years of literary and journalistic experience are fully in evidence, for he has the knack of writing in a fascinating way, and the book is filled with interesting literary allusions and quotations.

Dr. Gray is careful to avoid the dangers of too much generalization and pigeonholing. His wide range of interests, broad knowledge, and human sympathy, coupled with his anecdotal method and a lively, informal style, make this a very stimulating and refreshing book. His personal enthusiasm does not run away with him to the extent that there is all praise and no censure; yet he has a way of sharing with his readers the feeling of William H. Seward that "Here is the place—the central place."

—J.W.B.

CALL IT NORTH COUNTRY, The Story of Upper Michigan, by John Bartlow Martin. New York, Alfred A. Knopf, 1944. $3.50.

The Upper Peninsula of Michigan has at last received satisfactory literary treatment. John Bartlow Martin, a former Indianapolis newspaper man, now doing freelance work in Chicago, has written a carefully organized and colorful account of the region which has been described as "ten months of winter, and two of poor sledding."

While Mr. Martin has read everything he could lay his hands on, including government and corporation publications, local newspapers and trade periodicals, he has also got much information from word of mouth. His informants, he says, have been "miners, mining men, lumberjacks, newspapermen, saloonkeepers, local historians, police officers, retired fancy women, game wardens, tradesmen, and plain citizens." Anyone left out from such a list has a right to feel aggrieved!

Lumber, copper and iron make up the story of the Upper Peninsula, told at first in the lives of individuals and finally in those of companies, like the Cleveland-Cliffs Iron Company, which receives much attention, Oglebay-Norton, and Henry Ford. The book is a story of rise and fall, first the discovery and utilization of the region's vast resources, then of their gradual exhaustion and the decline of the Peninsula. Not that its inhabitants admit a decline; like good Americans, they don't and hope for happy days later on.

Part of the narrative is in story form, as when Mr. Martin tells of lumbering days as seen by Peter Moore. He does not make it clear whether Peter was a real person or just an individualized symbol of the logging era.

Of other figures there can be no doubt that they really existed. Notable is Samuel W. Hill, whose talent for swearing created the simile "to swear like Sam Hill," and finally made Sam's name current as an epithet all over the United States.

There is a chapter about William Austin Burt, the surveyor of the Peninsula, of whom a later geologist wrote, "It is to Burt's energy and to his discovery of ore that later developments of the iron district are due."

More might have been said about Alexander Agassiz, the scientist whose heart was in the depths of the ocean and its strange creatures, but whose destiny made him spend much of his life as president and developer of the Calumet & Hecla Mining Company. Also Charles T. Harvey, digger of the Soo Canal, deserves more attention than the rather casual paragraph allotted to him.

The book is handsomely illustrated, fully but rather inconveniently indexed, and a credit to both author and publisher. —G.W.T.

THE CRUISING YACHT, by Morley Cooper. New York, Whittlesey House, McGraw-Hill Book Co., c1945. $3.00. Toronto, Embassy Book Co. $4.00.

This practical book deals with both the power boat and the sailing auxiliary. It is packed with up-to-date information and helpful suggestions regarding the choosing of a boat, outfitting it, piloting, routine cruising practice, etc., brought down to the most minute detail. We are told how to cope with emergencies, how to prevent accidents, and what to do when accidents do occur. One chapter is devoted to the equipment and problems involved in foreign cruising. There is even a bit of advice about letting one's wife assume a definite share of the responsibilities, and other methods of keeping her interested and happy. Considerable emphasis is placed upon the means of getting the most possible enjoyment and comfort out of a boat for oneself and one's family, as well as purely technical matters. The illustrations, chiefly photographs, add both beauty and practical value.

Although the author is familiar with the literature of the subject, the material is derived less from printed sources than from his own first-hand experience. That experience has involved extensive cruising in the waters off New England and the Pacific coast, in the Caribbean, and in the Orient, over a period of thirty-five years. As might be expected, therefore, the book is written from the point of view of salt-water cruising, but much of it is equally applicable to lake yachting. Though addressed primarily to the new boat owner, it also contains considerable data of value to the experienced cruising man. —J.W.B.

SHALL WE SCRAP OUR MERCHANT MARINE? by A. D. Rathbone IV. New York, The Robert M. McBride Company, 1945. $3.00.

"Peace not backed by power remains a dream." Field Marshal Jan Christian Smuts said this and no one is likely to argue with him. The eight word sentence might well have served as text for A. D. Rathbone IV's "Shall We Scrap Our Merchant Marine?"

Mr. Rathbone is very much afraid that history will repeat itself after World War II and that the great merchant fleet of all time, together with the greatest battle fleet, will be permitted to waste away. Indeed, he suspects that Hegel was only too right when he wrote that "We learn from history that we learn nothing from history."

The author goes to history to make his case and he does a good job of it. He traces the development of seaborne trade from old Phoenicia down and proceeds to demonstrate the interdependence of merchant fleets and war fleets. He accepts Admiral A. T. Mahan's classic formula that "Sea power equals naval vessels, plus sea power, plus merchant vessels."

To make sure of an adequate measure of national security, Mr. Rathbone wants subsidies for American merchant shipping which must compete with the fleets of countries with low costs or with subsidies of their own.

Interesting to Great Lakes Historical Society members, is his long quotation in this connection from our fellow-member, Garth Cate of New York, Travel Director of the Scripps-Howard newspapers.

The chances are you'll find yourself agreeing with Mr. Rathbone, but even if you don't you'll do a lot of thinking before you're through with his argument.

There's never been enough of that where the American Merchant Marine is concerned. —I.S.M.

THIS ONTONAGON COUNTRY, by James K. Jamison. Ontonagon, Mich., Ontonagon Herald Company, 1939. $2.50.

The sub-title of this interesting book, *The Story of an American Frontier*, by an Ontonagon resident and former legislator, shows its resemblance to Martin's *Call It North Country*, also reviewed in this issue. Both deal with the Upper Peninsula, Jamison's with a smaller segment which hitherto has not had its rightful attention in print. Both start with the story of a pioneer: Martin with Peter Moore, who may or may not be an actual personage, Jamison with James K. Paul, who very definitely is real. Both write vividly in volumes of attractive make-up. With all these resemblances, there is little or no duplication of subject-matter; both books will be read by all interested in the Upper Peninsula.

The Ontonagon story begins in May, 1843, when Paul settled there, drawn originally by the story of the enormous chunk of pure copper, the "historic pebble" which is now in the Smithsonian Institution at Washington. The history of that huge mass

of copper is told, and of that other search which lured thousands, for "the lost silver mine of the Antonagon."

The Ontonagon story is not one of metal alone. The quest of fur and lumber also built up the country. Mr. Jamison gives some appalling figures of the extermination of the beaver which two centuries of pelt-hunting wrought.

Lake Superior enters the tale only by indirection, as the body of water into which the Ontonagon empties and over which the region's products were shipped. In due time it has meant more as tourists entered on the scene. The Michigan State *Gazeteer* for 1863 says, under Ontonagon, "many tourists in summer." The *Gazeteer* for 1877 states that Cleveland, Detroit and Chicago passenger steamers stop there. The fare from Detroit is $14.00, from Chicago $16.00.

There is a sketch of early politics. Just over the line in Florence, Wisconsin, one of the Great Lakes Historical Society's members, Chase S. Osborn, was beginning his useful political career as editor of a crusading newspaper which attacked the crime and vice that battened on the lumber camps.

Altogether an interesting and comprehensive book. But why could it not have had an index and a map? —G.W.T.

FAMOUS AMERICAN NAVAL OFFICERS, by Charles Lee Lewis. Revised Edition. Boston, L. C. Page & Co., 1944 (c1945). $2.50.

This is but one of many works written by Professor Lewis about personalities of the sea. His experience as a teacher at the United States Naval Academy and as historian of the Maryland Society, Sons of the American Revolution, well qualifies him for just such a task. He combines that necessary understanding of naval operations with an attitude of scholarship, a knowledge of historical sources, and the ability to sift, sort, and digest the material into compact, generally usable form. He writes without frills or padding, and the result is that the book is good, solid meat.

It consists of thirteen chapters centering around individual naval officers, which contain biographical sketches, word portraits of their characters and physical appearance, and accounts of their most important naval achievements, accompanied by excellent illustrations. Collectively this amounts almost to a history of the United States Navy from the time of John Paul Jones to the present. This revision has been brought up to date by the addition of a chapter on the naval history of the country in World War II. The central figure of the chapter is Admiral Ernest J. King (about whom see Miss Marion King's article in this number of INLAND SEAS), but it includes also the heroic work of Admirals Halsey, Nimitz, and others, whose combined efforts are successfully leading us to victory.

Of particular interest to readers of INLAND SEAS are the thirty pages on Oliver Hazard Perry and the war on the Great Lakes. The romantic career of this youthful commander is presented with sympathy and understanding, and the dramatic Battle of Lake Erie is recounted with accuracy and in some detail. In connection with the story of Perry, we are also given a brief glance at Commodore Isaac Chauncey and his activities on Lake Ontario in 1812 and 1813.

One is a bit startled to find the words THE END at the close of the *next to the last* chapter, where they are retained apparently from the original 1924 edition; and it is somewhat disappointing to discover that the bibliographies have not been brought down to date except for the addition of a brief list of references on Admiral King. This would seem to indicate that the present edition was put together with the least possible difficulty and expense, but it is nevertheless highly satisfactory. —J.W.B.

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In reply to inquiry from members about 1945 dues to the Great Lakes Historical Society, membership (and subscription to INLAND SEAS) will run one year from date of joining and not from January to January. We hope to be able to supply new members with the first issues for a while.

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The Society will gladly receive for publication in INLAND SEAS articles, correspondence and pictures relating to the history, description, natural resources, industry or shipping of the Great Lakes. It assumes no responsibility for opinions expressed by the authors. Gifts of books, pictures and other objects will also be welcome.